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COVER: Monster Energy Yamaha's Josh Coppins throws out a lazy whip during testing in Italy – momma mia!
© yamaha-racing.com

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© Sutty

COMMENT

Got admit to a few butterflies at the moment. At a rough reckoning it's been four years since I last 'raced' in any sort of mild displeasure – let alone anger – but in three days time I'm going to be lining up for a spot of hare and houndage with Dirtbike-Traxs at Gisburn, near Clitheroe.

As editor of this esteemed organ the fact it's been four years is a disgrace so this coming weekend is long overdue and over the next few months I'm planning to make up for lost time with regular outings on my trusty WR250F. And for once I've even engineered a few windows to get some practice sessions in – not that they'll make much difference to my legendary lack of co-ordination, once likened by Wayne Braybrook to a 'monkey in a mangle'...

And even better, for the Gisburn three-hourer I'll be starting alongside CCM factory racer Sutty who's had an evil look in his eyes ever since I took up his challenge to get out and ride. They say revenge is a dish best eaten cold and I reckon Sutty's about to feast on a chilled smorgasbord, making up for every crap job I've asked him to do and every fetid air biscuit he's had to inhale since 2005. But the bike's been fettled, the entry accepted and I've even got my name on the back of my shirt so there's no backing out now! Wish me luck...

Luck (see what I've done there) is a disputed concept. Some people don't believe in it, some do and some will blame it when everything goes tits-up but refuse to acknowledge it when everything remains tits-down. If it does indeed exist then one man who's got the luck of the nine blind b****ds is Shaun Simpson. The Red Bull factory rider has spent the last four years clawing his way up the world rankings to the point where he's become a genuine title contender – only for him to badly break his left leg during a mid-week practice session. Shaun, I know I speak for your army of fans when I wish you a heart-felt get well soon mate. And the same goes to Kevin Strijbos, Marc De Reuver and Steve Ramon who've all spammed themselves recently – they may fall under the general umbrella of 'Johnny Foreigner' but they're still brothers in arms.

In other exciting news, we've just about finalised plans for our great big three-day festival of off-road biking at FatCat Motoparc on July 17, 18 and 19 which our marketing genius Rick Wilkinson has entitled Dirt 3-2-1 (dirt, three days, two wheels, one passion). You can read more about it just across the page but it's fair to say that everyone involved is pretty stoked, pumped and indeed amped with the concept. There will be plenty for hardened dirt fans (ie you lot) but we're also planning to pull in a mainstream audience and hopefully get some of them hooked on the sports we love. That way we all win.

Before I sign off and start carb-loading at our nearest branch of Greggs, there's just time to remind you all that in a couple of weeks – May 30/31 to be precise – there's going to be some pretty high-quality scrambling going down at Mallory Park where the world championship circus will be pitching up for the British GP. Okay, so our chances of a winner in MX2 have been dealt a bit of a blow with Simpson's injury but we're still in with a shout with Swordy and, depending on what side of his bunk he gets out of, we all know that Billy Mac's got what it takes in MX1. So get yourselves there, support 'our boys' (@ The Sun) and enjoy everything the weekend has to offer!

PS Finally, a big congrats from me and everyone at DBR to Stephen Sword and his lovely fiancée Jodie Oram on the birth of their son Ayrton – good work mid-sized Scottish fellow and wee English lady!

Sean

NEWSHUND!

DEPUTY DAWG'S DIRTY DELIVERY OF OFF-ROAD NEWS...

Stewart leads Reed – on the track and in the final points



What a month! With race action going off around the globe, rumours running rife about pretty much everything and people getting hurt left, right and centre it's been a pretty busy time here on the DBR newsdesk...

Over in the States James Stewart stuck it to Chad Reed in an exciting end to the AMA and FIM supercross championships. The Yamaha pilot took over the lead of the series at round 15 of 17 in the Battle of Seattle – a race won by hometown hero Ryan Villopoto as Reed slipped to seventh.

With Bubba winning the next round in Salt Lake City the series was all set for an exciting finale in Sin City – Las Vegas baby. Surprisingly, it was Villopottoman who took another victory while Reed came from behind to take second place ahead of a cruising Bubba who became AMA SX champion – well done that man!

The regional Lites series were won by Suzuki's Ryan Dungey (West) and Christophe Pourcel (East). Pourcel also won an epic battle in Vegas' East/West shootout to take the honours there too making it a successful return to racing for the French former world champion.

The focus Stateside now heads to the outdoors where Brits Tommy Searle, Max Anstie, Steven Clarke and Adam Chatfield will take on an international field in the Lites division that includes Pourcel, world MX2 champ Tyla Rattray and an American or two as well. The outdoor nationals kick off over there on May 23 at Glen Helen in downtown San Bernardino – check out www.virgin-atlantic.com for some very tempting last-minute flight offers.

If you've had your head buried in the Hawkstone bombhole since the Handlebar Festival then you might not know that factory KTM pilot Shaun Simpson has had his season cut cruelly short by a rather astonishing ankle injury. It seems that the flyer from Fife was training hard in Holland just three days after taking his maiden world championship moto victory when a throttle

malfuction caused the British MX2 champion's machine to take him on something of a wild ride that only stopped when 'The Simpson' had flattened a fence and run into a tree.

The bulk of the devastating damage was to Shaun's lower left leg although surgery to pin the break should ensure that there will be no long-term consequences. Early estimates indicate that Shaun will have to rest up for at least two to three months which should also give the other injuries sustained in the accident – a cracked heel, chipped knee and wrist bones as well as ligament damage to his pelvis and left elbow – chance to heal before he's able to resume training.

"I'm gradually getting my head around the situation and I am now looking forward to getting out of hospital," says Shaun from the safety of his bed. "I know in my own mind that it's probably going to be at least three months before I am allowed anywhere near a bike. The most important thing is for me to keep taking steps in the right direction and to make sure that I am 100 per cent right before I start riding again."

"My first goal is to be fit enough to be a spectator at the British GP at Mallory Park and maybe I'll even be well enough to sign a few autographs. In the meantime I would like to thank all those people who have sent me messages over the last week – your kind words are very much appreciated and have given me a much needed boost at this difficult time."

If you wish to send Shaun a message of support then log on to www.shaunsimpson.com where you'll also find the very latest updates on the speedy Scot's road to recovery! Get well soon Shaun and give your little brother Stefan a dig in the ribs from us...

Steve Ramon will also be sitting on the sidelines for a month or two after fracturing his C7 vertebra in a heavy crash during moto one at Valkenswaard. The rider known as Steady Steve didn't realise he was carrying such a potentially dangerous injury and went out and raced moto two too – leading briefly before backing the factory Suzuki off to finally slip back to seventh.

And it's a double bummer for Belgian fans as news has also filtered through that Kevin Strijbos spammed himself in a domestic championship race at Beervelde. It seems that 'The Kid' has cracked his scaphoid and fractured his right wrist.

And if that wasn't enough bad news for one month then here's a wee bit more! Just before DBR sped its way to the printers news filtered through the flatulence clouds that haunt our office that everyone's favourite crazy Dutchman – no, not Goldmember, Marc De Reuver – had dislocated his



Livia Lancelot is the leading lady...

© KRT Press



...and Sophia Paull does all right n'all

© Sarah Gutierrez

reigning champ Livia Lancelot and Germany's Steffi Laier ended with Lancelot coming out on top after two bra-busting duels underneath the Sevlievo sun. With a win and a second place apiece the speedy pair head young American racer Ashley Fiolek by seven points.

After the Club Med rounds of the world championship the full throttle action heads to the UK for round seven of the MX1 and MX2 series that will take place at Mallory Park in Leicestershire on May 30/31. There's a pretty much full-on preview of the event splashed across pages 48 to 51 in this issue so we won't go into it too much depth right here but one thing we will say is don't miss it because it's gonna be an epic!

Speaking of epic, we came across a video clip on YouTube recently that caused more of a commotion in the DBR office than that one with the two girls and that one cup. It seems that those French FMX sickos les frères Pages (The Pages Brothers – Thomas and Charles) have dialled in front flips on their RM250s – to dirt! Check out the amazing video footage on our homepage – www.dirtbikerider.com

As well as rocking our socks over at DBR dot com the Pages brothers will also be appearing at the British stop of the X-Fighters that lands in London on **August 22**. Red Bull still haven't released details of exactly where the action is gonna take place in our capital city but you can guarantee that it's gonna be one of the best events of the summer!



DIRT 3-2-1!

THE HOLIDAYS ARE COMING AND WE'VE GOT JUST THE THING TO MAKE YOUR SUMMER BREAK START WITH A BANG!

If you just happen to be at **FatCat Motoparc** on **July 17/18 or 19** then you're in for a tantalising treat as DBR, TMX and FatCat Motoparc are teaming up to promote an event that'll rock your socks and bring together the off-road community for three days of downright dirty fun at one of the country's leading facilities.

Dirt 3-2-1 is set to be a fantastic event that has been especially, ecstastically and ecologically engineered by our very own in-house fungineers to help absolutely everyone celebrate the start of the summer holidays in a dirt bike stylee. And short of dragging Alice Cooper out of retirement to draw out his classic hit 'School's out for Summer' we've done everything within our powers to provide dirt biking fans – old, new and future – with something sweet and summery to sink their salivating smackers into and remind them that it's time to relax and have some fun.

Proceedings kick off on the Friday where you're more than welcome to come and Practice with the Pros. Not only will a large selection of star riders and off-road celebrities be there to turn some hot laps on the Armthorpe circuit but they'll also be on hand to offer plenty of tips, advice and to sign an autograph or two.

Saturday sees more public practice sessions while in the Dirt 3-2-1 race arena we'll have supercross racing for riders aged six upwards and extreme endurocross action (for adults only) all through the day and late into the night. As well as the action in the arena there'll be an invitation-only ladies trial happening too – keep a close eye out for the cross-dressing DBR ringers in that one!

There's even more race action on Sunday but this time it's all about the great outdoors as motocross racing returns to FatCat. If you don't fancy racing yourself then that's cool too because more practice sessions will be run on the many practice circuits there are at FatCat and there's also a bunch of other great things going on as well.

That's right! Over the full weekend Dirt 3-2-1 will have a full-on trade village, fairground and simulator rides, a range of refreshments as well as the DBR Dunk Tank plus we'll even be giving newcomers to the sport a chance to try motocross in a safe and controlled environment in our Try Our Sport sessions so if your mates, missus or mini-minions – aged from six upwards – fancy trying a spell behind bars then head to Dirt 3-2-1 because it's definitely the place to be.

Entrance to the event is purposefully dirt cheap for spectators with admission on Saturday and Sunday's race days costing a measly £5 per person with accompanied under 10s going in for free. For people who wish to visit the Dirt 3-2-1 festival as a spectator on the Friday it's a totally free day out so there's no reason for you not to come along.

FatCat Motoparc is situated just off Junction 4 of the M18 in South Yorkshire so it's as easy as pie to find... More details along with entry forms for riders and racers who are keen to participate at Dirt 3-2-1 will be available soon so keep an eye on our website – www.dirtbikerider.co.uk – and also www.dirt321.co.uk as well...



© Sutty

The whole Martin Honda team – that's Strijbos and De Reuver – is out injured



I smell Sword...

hip in a training accident. That leaves the Martin Honda squad riderless for at least the Portuguese and Spanish rounds of the MX1 series as well as maybe even Mallory.

And a get well soon to DB Racing's Michael Phillips who's only gone and busted his collarbone in a practice crash. Did no-one tell him Kiwis are supposed to be flightless?

In more cheery news it seems that Swordy made a new friend while passing through customs on his return from the Turkish GP. Apparently Swordy's new furry friend sniffed him out of the crowd in the arrivals lounge and wouldn't leave him alone. It's alleged that the 29-year-old finally cleared customs after an intrusive search of some nature *cough* full body cavity search *cough* although he's quick to dismiss any rumours that latex gloves and water-based lubricants – flavoured or not – were involved in the rectification of this matter.

There was better news in the Swordy camp soon after though as the fast one's fiancée Jodie gave birth to the pair's first born son – Ayrton Bobby. Congratulations to both the Sword and Oram families from everyone here at DBR...

It seems like an age ago now but the 2009 women's motocross world championship kicked off last month in Bulgaria with just three of our plucky princesses making the journey to Sevlievo. Nat Kane was best of the Brits in seventh place overall on the MVR-D Suzuki while Honda-mounted privateer Sophia Paull and Buildbase CCM Racing's Alix Dunlop both acquitted themselves well, finishing 19th and 20th overall.

At the sharp end of the field a battle between

WIN! WIN! WIN!

TRAINING DAY WITH KTM UK UP FOR GRABS

We've hooked up with Race-World.com to offer one lucky reader the chance to spend a day with the official **KTM UK MX** team at a private training session later in the year.

The winner will get to hang out with **Stephen Sword, Jake Nicholls** and co at an undisclosed circuit in **Shropshire** and ride with some of the most talented racers on this side of the Atlantic. Not only will you be able to get up close and personal with these guys but you'll also be able to benefit from their on-track tips – and have it all documented within the pages of **DBR**.

And if you don't happen to be the lucky winner all is not lost as we also have five runners up prizes of a £50 voucher to be spent at **Race-World.com**

For your chance to win one of these great prizes all you need to do is answer the following simple question. What number does KTM UK rider Stephen Sword race with?

- Is it:
- A: 7
 - B: 17
 - C: 77
 - D: 777

Think you know? Okay, simply text the word **DBRRACE** followed by a space, the answer (either A, B or C), another space and then your name and postcode to **81800**. You'll receive a text back confirming your entry to this competition.*

Entries close on **June 11** with the first correct entry chosen at random winning the star prize and the five next out the hat getting £50 **race-world.com** vouchers...

Race-World.com is a proud sponsor of the KTM UK MX team and since its online store was officially launched last month it is already establishing itself as quality provider to the off-road market place. Race-World.com also has its own actual store located in Market Drayton where customers can visit in person if they prefer a more traditional shopping experience. Visit www.race-world.com and click on the 'find us' tab for full details and directions.

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WHERE'S ZACH?

FIND ZACH OSBORNE AND WIN
A PAIR OF TCX PRO 2 BOOTS

Look closely at this piccie of UTAG Yamaha's Zach Osborne. Somewhere within the pages of this magazine we've superimposed the American rider's head onto someone else's body – and if you can find it you could win yourself a pair of top-of-the range TCX Pro 2 MX boots courtesy of our good buddies at Nevis Marketing.

Once you've worked out where's Zach you need to text the word **DBRZACH** followed by a space, the page number, another space and then your name and postcode to **81800**. You'll receive a text back confirming your entry to this competition.*

Entries close on **June 11** with the first correct answer chosen at random getting the boots (don't worry, we'll give the winner a bell to get their size).



GOLDEN PAD

WIN A PAIR OF RENTHAL HANDLEBARS

Here at DBR we love bars – the types you prop up and the types you cling onto for dear life. Unfortunately, the landlord at Ye Olde Boss-Eyed Badger – our favourite bar of the proppin' up variety – flatly refused when we asked if we could give it away in a DBR comp.

But as one saloon swing door closes another one opens and we've teamed up with Renthal to each month offer one lucky reader bars of the clingin' onto for dear life variety – and to be in with a shout of winning couldn't be easier!

Have a close look at our pic of this golden Renthal bar pad, then flick through this month's mag and find the full pic we've taken it from. Once you've found it simply text the word **DBRRENT** followed by a space, the page number it appears on, another space and then your name and postcode to **81800**. You'll receive a text back confirming your entry to this competition.*

Entries close on **June 11** with the first correct entry chosen at random getting a pair of Renthal handlebars of their choice...

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GORDON CROCKARD

STUPID QUESTIONS!

TRAINING YET? BACK ON A BIKE? GIVE THE GUY A BREAK – IT WAS ONLY EIGHT WEEKS AGO THAT HE WAS KNOCKIN' ON HEAVEN'S DOOR...

Words by Gordon Crockard Photo by Sutty

Jeez folks, I'm struggling here to get going with anything interesting but I'll try. Life off the bike is a lot less exciting and as I'm not in a physical condition to get up to other fun activities just yet I'm not exactly oozing with exciting stories from the last month in my world. So that's my 'boring column' excuse laid out to get me off the hook for the garble that may now follow and keep me in a job as a DBR writer...

A large number of people at the races I've been spectating at have been asking me if I'm back on the bike yet and I really, really struggle with having a desire to continue to talk to these people after they ask me this. I think there are two possible scenarios. One is they are not aware of the state of ill-repair I was in eight weeks ago at the time of my Hawkstone Park smash. The second is they are not very educated on how long it takes to get over and recover from the injuries I sustained.

I honestly struggle to not go off on one and give off stink to such individuals. But I have to stop myself and give them the benefit of the doubt – I'm sure they've got enough going on in their own lives to actually pay any attention to what may have been going on in mine.

To answer anyone who is curious as to when I may ride a bike again, the truth is that I will when I am pain-free enough to forget what happened. I will ride only when that is my physical feeling and also when my mental feeling is an ambitious one eating at me each morning.

Who believes in 'once bitten, twice shy'? Who believes in 'lightning doesn't strike twice'? I'm a lightning doesn't strike twice guy. I believe that I'm actually going to be at less risk on the track from now on. Because I had such a bad smash and nearly lost my life once already the chances of that happening again are much, much less than for every other rider on the track with me. Now call me naive or suffering from living in denial but if you were a betting man I would carry the best odds for this scenario. So when I can race, I will. Simple!

At present I AM NOT training! But I am very active with my body (dirty minds please go and wash) and getting closer to resuming the role of a professional sportsman. Pain in my back is the big issue for now. I expected this from day one when the surgeon told me that would be the case. I have patience and can wait. Life goes on without bikes you know! But I will commence training within the next month I predict and eventually get on two wheels again to prepare for racing as soon as I can. I am under no

illusion that everything will go as planned at first but eventually I will be able to race as I had once done before.

The first MX1 race from Valkenswaard in Holland was immense. I would have loved to been in there mixing it up with the front runners. Of course, I'm leaving myself wide open to being told to dream on but, hey, there's no harm in dreaming – that's where ambition is born remember. Brampton was another race I spectated at and would have loved to have been out there, I nearly won the second moto at the same event last year and I was a part-time motocrosser/GNCC enduro racer back then.

Well done to team-mate Brad Anderson! Pole position in quali, two moto wins, championship points leader – can't ask for much more than that. Good job. And get well Shaun Simpson goes without saying. You're young and your father's son so you will be a hard man to put down. Anybody who knows Willie Simpson will know what I'm talking about.

So I got the loan of a friend's digger and have started to build a BMX jump trail down through the trees in my front field. I have had the time to get this done due to being hurt and not racing like I have had to every other year of my life. They are going to provide many an adrenaline rush and who knows maybe the odd trip to the hospital to check out the nurses too! Hopefully not me being the patient.

I have a 1991 CR500 rolling chassis and if anyone knows of where I could buy/acquire a motor to slot into the chassis I would be glad to hear from them. Not an easy item to get these days – eBay is okay but risky for such a desirable buy. Anyway, you can contact me through DBR if you can help...

I did have a spell of positive news from the back specialist I attend here in Belfast. He scanned my spine and was fit to inform me that all the mechanics of the structure in my back are in order and that I am in no apparent danger of causing more damage once I return to a more aggressive active lifestyle. Stiffness, pain and lack of mobility and strength are what I have standing in my way of feeling 100 per cent. I have to be patient and also stick to a disciplined physio programme to give myself the best chance of a good recovery. This is where I can actively do something to help so I'm okay with that responsibility.

I have plans to go to Mallory Park for the British MX GP at the end of May so if you see me feel free to ask me if I'm back on the bike yet!





WIN! WIN! WIN!

SNAKES AND LADDERS – ONE MORE YEAR DVDS UP FOR GRABS

A definite 'gotta buy' for all Josh Coppins fans, 'Snakes and Ladders – One More Year' centres on the killer Kiwi's battle for the 2008 world MX1 crown and his hopes for '09. And along the way it also does a pretty good job of documenting last year's GP season making it a 'gotta buy' for all hardcore race fans too...

Featuring great footage from the lion's share of the 2008 GP season plus the internationals at Valence and Hawkstone, Snakes and Ladders captures most of the pivotal moments of the year, starting all the way back in Valkenswaard with Coppins' clash with team-mate David Philippaerts that sent the Kiwi to the floor. Among other highlights there's also close-up action of the first turn crash in Ireland which sums up Coppins' sucky luck – Billy Mac hits Barragan who hits Pourcel who then narrowly misses Philippaerts before slamming into Coppins.

The main feature weighs in at over 80 minutes plus you get another 45 minutes of bonus MX2 footage (the DVD's worth buying just for the section from Bellpuig) – not bad for a shiny penny under 22 nicker!

Like we already said, this is a definite 'gotta buy' – unless, of course, you're lucky enough to win one of the copies we've got up for grabs! Yep, we've teamed up with director **Alex Rankin** to offer **10 lucky readers** a copy of their very own and all you need to do to be in with a chance of winning is tell us what country Josh Coppins comes from?

- Is it:
- A:** Australia
 - B:** New Zealand
 - C:** South Africa
 - D:** Belgium

Think you know the answer? Then hook up to www.dirtbikerider.com where you need to follow the competition link, type in your answer, fill out the fields and hit transmit. Entries close on **June 11** with the first 10 correct entries chosen totally at random getting a DVD...

For more info and to order a copy go to www.snakesandladders.cc

ONE
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STEPHEN SWORD

OH BABY!

SWORDY'S GOT HIS HANDS ON THE RED PLATE OF THE BRITISH CHAMPIONSHIP LEADER BUT HE'S ALSO TAKEN DELIVERY OF SOMETHING MUCH, MUCH MORE VALUABLE THIS MONTH...

Words by **Stephen Sword** Photo by **Sutty**

Well this month has been one of highs and lows – the GPs have not been going great so I am not going to go into details about each race. What I will say is that I am struggling to get my rhythm and feel comfortable. The team and I are working hard to get it sorted so that I can get the results that I'm capable of getting. So I just need to work hard, believe in myself and get out the bloody gate!

The GP in Turkey was not as bad though and I managed to score some much needed points by getting a ninth in the first race and then a fifth in the second which overall on the day gave me sixth. I was a lot happier with that result – not great but better. That night I was tired but as always I left my phone on in case Jodie went into labour. Not that I could do much being in Turkey until Monday.

Sure enough the phone rang and it was Jodie – it was one in the morning and her waters had broken and contractions started. Her sister was there as back-up as I was not due back for 10 more hours. At the airport my flight was then delayed which is just my bloody luck so I let Jodie know and at this point she was full-on in labour. I was starting to really panic that I was going to miss it all when at last we took off. Then at the other end the sniffer dog took a liking to me so I had to be searched! Seriously, of all the times it had to be that day!

I told him that my fiancée was in labour but he just looked at me like I was trying to make up a story when I was really a drug dealer and had stuff to hide. In the end – after a long intense search – I was allowed to go and god did I run. At last I walked into the hospital room – which I thought was going to be a scene of happiness, excitement and joy that I'd made it back in time. Instead, Jodie just looked in agony and didn't even realise I'd walked in the room. But at 10.26pm he was born and it was amazing, Jodie did such a great job and we've named him Ayrton Bobby Sword. So I'm now a responsible dad. I've got to say it's a shock when the next morning you're driving home with your son knowing that you are now a dad and have someone who will depend on you for the rest of your life – incredible but daunting at the same time.

I went to pick up a camper from Andy Baker of HM Plant which he's lent me for the year which is brilliant – it was so clean thanks to his wife Michelle. So I must say thanks to them both. From there I went straight to Holland to do some testing for a week and to get some sand riding in. I stayed at Swanny's house for a night which was cool so thanks to them also as they were the perfect hosts.

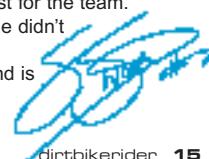
When I got back I invited some of my friends around for the evening to meet Ayrton, I ordered loads of pizzas for them and it was just really nice and chilled. Hot Tub and Archie were straight on the beer to wet the baby's head. Tom Church and his girlfriend Claire came and spoilt him rotten along with Jessica and John, Lisa Church and baby Myla, Huck and his family and my good mate Neil and his wife Hannah so it was a cool night and they all loved him to bits.

Thanks for all the presents guys – he's one spoilt child already. We went up to Scotland on the Friday ready for Brampton to let my family meet the new arrival and they were all amazed by how cute he was. People always seem to say it with such a surprised voice – I'm sure they were expecting me to have an odd-looking child. On the Saturday I went to the track to take a look and drop the camper off. On the Sunday I was not feeling great but had to get focused.

In the first race I struggled getting my rhythm on the bike sorted and being able to ride smooth. At the end of the race I ended up third. In the second race it was pretty much like the first and I ended up second so overall on the day I came second. It was a shame about Shaun Simpson as he has always been a rider to battle with and would have been my main rival for the championship. So get well soon mate. The good thing that has come out of Brampton is that I've now got the red plate so am leading the British championship which has done my confidence good and is a boost for the team.

It was Ayrton's first race and he didn't mind the bikes at all. He was not happy that his daddy didn't win and is now a Matiss Karro fan!

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SHAUN SIMPSON

EACH MONTH WE'LL BE GIVING DBR READERS THE CHANCE TO ASK THEIR FAVOURITE RIDERS SEARCHING QUESTIONS – AND WIN GREAT PRIZES – IN A NEW FEATURE WE'VE SMUTTILY ENTITLED 'PRO PROBE'...

Words and photo by JP O'Connell

For our first Pro Probe we've hooked up with current British MX2 champion and Red Bull KTM rider Shaun Simpson. Literally two hours after Shaun finished answering your questions he suffered a serious leg break while practising so get well soon mate...

Q: What does it feel like to go from #34 to #24 to #4 in the world in a short space of time?

Wyn 'Brit Fan' Williams

A: "Actually, I went #44, #34, #24, #4 so, yeah, it's been quite a pattern and, well, four years is not so long but it took a lot of hard work and I think I'm one of those guys like Coppins that has taken time to come into the spotlight. Other guys can just come in straight away and I think it's not a bad thing but I feel maybe I need to work harder at it? I'm just not too sure what the next number in the sequence is?"

Q: How closely are you working with Stefan Everts and what influence has he had on you so far?

Rich Middleton, Somerset

A: "We didn't have much contact through the winter although Stefan made all the planning for our winter programme and he would come on the trials and enduro days which was fun! Now the season is under way he comes riding with us in the week to give us tips etc and on the weekend his experience and knowledge of line choice is a real help so when we go on the track we know what and where we need to go to be fast!"

Q: Have you ever had an offer to ride the WEC series and if so were you tempted?

Chris Wilson, Yorkshire

A: "Erm... No, I've never had an offer to race the enduro series but I think it would be cool to do one just too see what it's like. I have done Weston last year which is an enduro of sorts and loved it but to change to enduro completely? No chance!"

Q: You came into the season as one of the title favourites but it's not started so well for you. What has been the problem and do you think you can turn it around?

Gareth Pearce, Lancs

A: "Yeah, to be honest I think the year so far has been far from perfect but in my eyes not a disaster. Faenza was a lottery and I made the best of a bad job after crashing at the start. Bulgaria I struggled but had two decent point-scoring rides. Turkey was a bad race as I had a badly injured shoulder and had to ride through it and managed to pick up points again and Valkenswaard my speed was perfect but my stamina was lacking due to being off the bike for some time with the shoulder injury but I was back on the podium! So I think I have already turned it around and we are on the right way back to the top."

Q: What are the biggest differences between your factory bike and last year's KTM UK bike?

Rich Bennett, London

A: "At the end of the day it's still a KTM so the basic feel is still the same but the power is better and also suspension feels safer etc and small things like the brakes are stronger. You still need to twist the throttle but it feels easier now."

Q: Do you feel more pressure to perform now you're a factory rider?

Michael Barnes, Dundee

A: "Yes and no. If I stop and think about it then I think 's***t, there are a lot of guys who put a lot of time and money into KTM and they all want results' but when I'm on the track I only think of myself and what I want to achieve. I always want the best out of myself and if I know I gave 110 per cent then I know that's all I could have done."

Q: Your brother was your mechanic last year – is he employed by your new team?

Rob Radley, Stoke

A: "Yeah, my brother was my mechanic for the last two years and was my training mechanic at the start of the year but we came to a decision a couple weeks ago that we know how each other work too good, that it was better that he is now again my race mechanic which is awesome! He is still only 18 but does an awesome job and we work real good together!"

Q: You and Swordy are fierce rivals on the track but are you friends off it?

Cork Hopkins, Lower Odcombe

A: "To be honest we never really talked too much last year but this year we were together at the Everts training camp in Spain and we got talking there and done some training together which was cool. So, yeah, we do get along off the track but on the track it's business as usual."

Q: What does a typical week consist of for you?

Martin Hendrick, Yeovil

A: "Monday – get home in camper from race, park up and empty the camper completely. Wash all kit, clean camper out, then in the afternoon go cycling for 90 minutes. Tuesday – go training with trainer Hugo, running or cycling depending on the programme and then to the gym. In the afternoon I go to Hugo's for a massage. Wednesday – go riding with Stefan and the boys to a track similar to the next race, come back and wash kit etc and go cycling. Thursday – same as Wednesday. Friday – easy training and back to Hugo's for massage! Travel to GP, walk the track etc. Saturday – practice and qualifying. Sunday – race time."

Q: What do you do to relax?

Paul Harris, Bolton

A: "I like to go trials riding with some of the boys, it's real relaxing and awesome fun. I'm not saying I'm any good though! Also go go-karting or stuff like that with some mates. It's good to get your mind off motocross once in a while!"

Q: As a factory rider do you have a choice as to whether you contest a national MX series?

Rich Hey, Cornwall

A: "Yes, although Stefan doesn't like it that much. I have always done the British championship and it would be too weird not to do it and also I have a lot of support from Britain and it would be bad if I didn't race back there at all. And I always like to race more than just train at a practice track as racing is always different from training!"

Q: Have you ever had a 'normal' job?

Nick Newman, Frome

A: "Not really. I worked with my dad at home in his garage as a car mechanic for a year or so but since I started GPs I have put it all into racing!"

Q: How long do you plan to stay in MX2 before moving up to the big bikes?

Jim Weston, Lowestoft

A: "I have another year on my contract with KTM so it depends how this year goes. They are happy either way which is cool but I still have one more year in the MX2 before the age limit comes in and then I will need to move up anyway! All depends on how this year goes..."

Q: What did it mean to you when you were asked to ride for Team GB in the des Nations?

Derek Chant, Wells

A: "That has to be the best feeling, out of all the talented guys in GB to be picked was awesome - it was such a great experience as it was my first time and I enjoyed it immensely. It would have been cool if we'd been on the podium but it wasn't to be! This year!"



PRO PROBE

CARL NUNN >>

Next month is your chance to probe former British champ Carl Nunn and win the signed goggles he wore at the Landrake Red Bull Pro Nationals. No excuses – get tapping and send those questions to dbrproprobegooglemail.com

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FOREIGN LEGION!

FOR THIS MONTH'S TEST OF MACHISMO WE'VE HOOKED UP WITH SOUTH AFRICAN NEVILLE BRADSHAW AND KIWI MICHAEL PHILLIPS – AKA DB RACING HONDA...

Words and photo by JP O'Connell

We headed down to sunny Cornwall for the Red Bull Pro National at the fantastic Landrake circuit. Resting between motos, we caught up with DB Racing's Neville Bradshaw and Michael Phillips for stories of broken bones and scissor sisters – rock on!

DBR: Who would play you in a film of your life?

NB: "Stifler – obviously in character!"

MP: "Probably my little brother John – he looks like me and he's living my life as it goes along."

DBR: When did you last clean an air-filter?

NB: "Clean and oil? Probably a couple of weeks ago – I'd run out so cleaned some just to get out riding. It's not my favourite job that's for sure."

MP: "None since I've been here but I do them all back home in New Zealand so probably about three months."

DBR: Could you check your own valve clearances?

NB: "No, I mean I could take it all apart but someone else would have to do the checking. On a two-stroke I could build completely everything."

MP: "Yeah, that wouldn't be a problem."

DBR: Have you ever eaten anything that you've killed?

NB: "Not something I killed myself but something my friend killed. In South Africa you kill something, then cut up all its meat and put lots of salt on it to dry it – it's called biltong. It's big at home and we used to do it when we went on holiday."

MP: "Yeah, wild pig."

DBR: How many bones have you broken?

NB: "Man! I'd say at least 10. Shoulders, knees, wrists, ankle, ribs and I've broken my sternum twice."

MP: "I've done 10 including four compressed vertebrae that I did at Josh Coppins' place – he ended up having to take me to the hospital while all I could manage to say was 'I'm a better rider than that!'"

DBR: Can you eat spaghetti without a spoon?

NB: "Yeah, no problem – I'm a bit of an animal with it!"

MP: "Yeah, I could do that, I wouldn't say I wouldn't make a mess though."

DBR: Something you eat that you know you shouldn't?

NB: "I drink two cans of Red Bull a week and I'll put extra cheese on my salad when no-one is looking!"

MP: "Probably chocolate. Dave and Vicki [of DB Racing] have a drawer in the fridge next to the vegetable one and it's full of chocolate. When I first saw it I thought 'you've got to be kidding' – it's like the good and the evil staring at you."

DBR: Do you own a pair of slippers?

NB: "Yeah, I've got four pairs – trouble is I have to throw them away all the time because they end up stinking! I have a Simpsons pair that have a button you press and they fart so they're pretty cool."

MP: "I had some complimentary ones from a hotel."

DBR: You're on the leader's rear wheel – do you take him out in the last corner for the win?

NB: "Yeah, definitely."

MP: "I'd make an aggressive pass but not take him out – if he goes down then so be it."

DBR: What's the highlight of your career so far?

NB: "Representing South Africa in the des Nations three times – that was pretty special."

MP: "I finished fifth in the Australian Nationals in '07 as a privateer working out of the back of a van. Beating some of those factory guys and actually winning a round was pretty awesome."

DBR: What car do you drive?

NB: "VW Transporter."

MP: "I had a Toyota Hi Ace that I sold to pay for my trip over here."

DBR: And if money were no object?

NB: "I'm not much of a car man. Back home you could get VW Transporter pick-ups so I'd have one of those."

MP: "Probably a Porsche 911."

DBR: Have you ever blamed a poor result on a non-existent mechanical issue?

NB: "Yep! Back in the day in South Africa I used to be a bit of a fat kid, I was tired so I rode the back brake for a couple of laps until they faded and I could stop. I don't do that sort of thing any more though!"

MP: "No, no excuses."

DBR: What would you change about yourself?

NB: "Not to put so much pressure on myself. I haven't put so much pressure on myself this year and it seems to be working out. And to be a bit more patient with people in general."

MP: "Maybe a little shorter so I wasn't quite so heavy on the 250."

DBR: Where's your favourite place on earth?

NB: "My house in Northampton."

MP: "Back home in NZ on my parents' farm."

DBR: Science time! How many planets are there in our solar system?

NB: "Er...nine...or 11? One of the two!"

MP: "I'd say nine."

DBR: Do you have any fears or phobias?

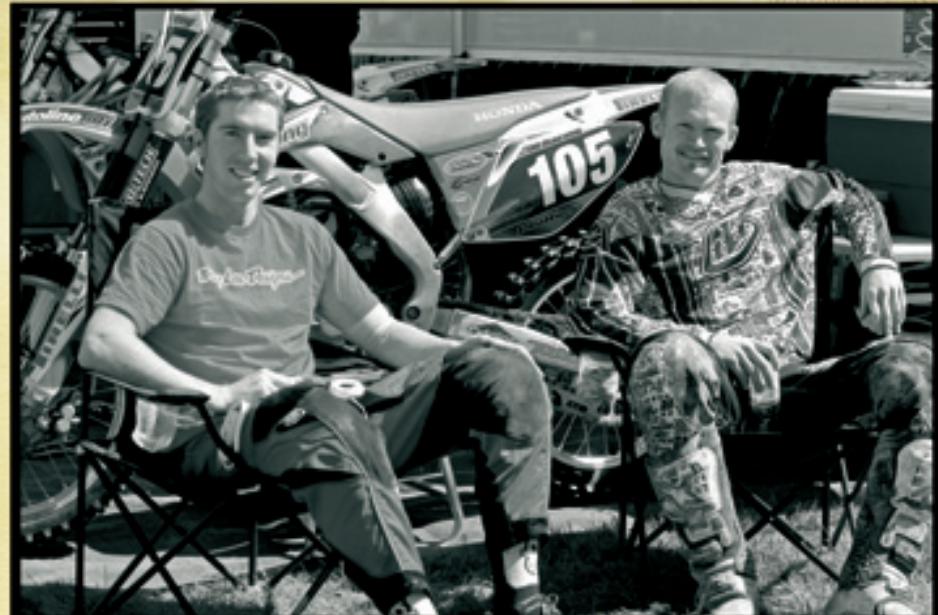
NB: "I stress big time if I see a snake."

MP: "I'm not very good at spelling! I tend to write things as they sound."

DBR: What's your most prized possession?

NB: "It's a retro looking jukebox that I bought from my uncle. It's got all the neon lights and you can plug your iPod into it."

MP: "Probably the first trophy that I won – that's pretty special."



DBR: What's the most embarrassing thing you've done while drunk?

NB: "At my wedding there were lots of family from Ireland I'd never met before. Anyway, on the dancefloor my mechanic ripped my shirt off and then pulled my trousers partly down. I retaliated and pulled his trousers – including his undercrackers – right off."

MP: "I was dancing in a club in Australia and there were these two girls kissing on the dancefloor, I moved in and started rubbing them up but they must have been 'real' lesbians and looked at me like 'what the hell!' Unfortunately, all the boys saw what happened..."

DBR: If you could meet any person who would it be?

NB: "I think it would have to be Ricky Carmichael, just to see how he rides and trains and stuff."

MP: "Michael Schumacher."

DBR: If you were shipwrecked on an island what three things would you want with you?

NB: "I'd say an iPod, a bottle of brandy and a copy of DBR!"

MP: "A nice girl, a hammock and some matches."

DBR: What's your most annoying habit?

NB: "Training too much, it really annoys my missus. Even on a day off I have to sneak off."

MP: "I always leave my bike in gear when I put it on the stand which annoys the hell out of my mechanic when he goes to oil the chain."

DBR: Favourite race you've ever been in?

NB: "I'd have to say the second race at Langrish this year. I crashed on the first lap and was back in 26th but I was really in the zone and managed to get all the way back up to fifth."

MP: "I rode the four-day Australian Enduro and on the last day they have a motocross test. I thought I'd have it sorted and I grabbed the holeshot and put down some fast laps and then thought I could cruise to the finish. Out of nowhere the overall leader came up behind me in stealth mode as he was on a WR250 and we had an awesome race with him just beating me to the finish."

DBR: Have you ever been in a fight?

NB: "Yeah, back when I was at school and, yes, I did win it!"

MP: "No, not really – not a full-on brawl."

DBR: Is winning a race better than sex?

NB: "I'll have to say yes, for sure, although I'll get into trouble for that!"

MP: "Yeah, winning a race is pretty cool."

DBR: Something about yourself that nobody else knows?

NB: "My number – 27 was my first ever number and the first number I won a championship with, 272 is 27 both ways and I have it tattooed on my arm."

MP: "Uh, I'm not sure – can I phone a friend?"

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Photo: P. Frost

KTM

GREAT CRAIC!

IT'S FULL STEAM AHEAD OVER IN THE EMERALD ISLE AS THE IRISH MX SEASON GATHERS MOMENTUM

Words by Stevie Mills Photo by Sutty

The Mourne club pulled out all the stops in promoting their May Day meeting. Although not exactly blessed by the weather there was a sizable crowd in attendance who were all treated to close and exciting racing throughout the afternoon.

A big thank you from the Mourne MCC and all motocross riders throughout the island goes out to John McBurney from McBurney Solicitors. John headed the club's lengthy legal battle to keep the Seaford venue open along with support from Stephen Russell from Russell's Motorcycles.

As predicted, the 2009 Irish MX season is shaping up to be one of the most competitive in recent history with no less than four moto winners in the first three Irish MX1 championship rounds. The headlines go something like this...

Dublin rider Stuart Edmonds heads the table, taking three race wins on his CCM-backed TM. Stuart is starting to look every bit a serious threat for the title he so nearly won last season. Only six points adrift, Wayne Garrett is a seasoned veteran and will fight tooth and nail for his third MX1 Irish championship crown. Ballygowan's Gary Gibson is making good use of his Watt Motorcycles Kawasaki, taking his first win of the series at Seaford to keep within striking distance of the points leaders. Thomas Merton (Moto-One Suzuki) and Richard Bird (Watt KTM) fill out the top five places.

In the quarter-litre class it's Edmonds who is showing just how good the little Italian TM is in the right hands as Graeme Irwin found out at Seaford. The young KTM pilot could not shake Edmonds for the entire first race. Such were the conditions, both riders slid to the ground during a moto that was eventually won by Edmonds as Irwin struggled to fire up his Katoom. A new set of rubber and the KTM UK machine was back to its winning ways for the final MX2 race of the day.

Scores on the doors see Edmonds leading while Garrett – yet to win a MX2 race on the TSR Suzuki – is in second place 11 points adrift with Irwin in third position, despite not racing the second round. Bird is fourth and Davy Gorman (AJ Elite KTM), surprise race winner in Cork, rounds out the top five.

At time of writing the Norman Watt-sponsored Ulster Premier championship has run two rounds with four motos and four different winners confirming that whoever takes this title at the end of the season is truly a worthy champion indeed. Garrett heads the points in this early stage, six points adrift is Bird in second with Edmonds and Gibson tied on points for third.

Garrett and Edmonds secured a win apiece at the opening round, although a crash or two has kept Edmonds off the top step of the podium so far.

An immaculately prepared Downpatrick circuit in County Down was the setting for round two of the series – and what an event! Bird won the first moto, albeit by a mere 0.1 seconds from Garrett. Such was the on-track excitement, the

spectators ran from post to post to capture the best view possible of the warring KTM riders.

Merton collected a third first time out but made his official 'return to form' in the final race of the day taking an easy win which was unfortunately red flagged due to a fallen rider on the racing line. Phil McCullough's pit board read 'Old Tommy's Back!', giving notice to all that Moto-One may be coming out of a dark spell which has claimed yet another season for Robert Hamilton.

Not since 2006 has Hammy enjoyed the winner's circle as he's been plagued by a needling knee injury that required surgery and retired him from his berth in the UK-based Emberson Yamaha team.



Graeme Irwin continues to impress in his first full Maxxis season

Still only in his early 20s, Hammy – like so many other motocross riders – will dust himself down, work hard to get back to full fitness and bounce right back into the game. God knows it's not for the money – it's just what they do!

In arguably the most competitive series on the island, the Ulster MX2 is becoming a family affair. One-third into the six-round series and Bird and Garrett tie on 92 points while Wayne's younger brother Jason has powered his AJ Plumbing Supplies KTM into third place in the points table. Wayne is riding injured at the moment and had an epic battle with Bird at Tinkerhill which saw the two racers swap paint for 25 minutes and then shake hands after the finish in a show of respect and true sportsmanship.

Tinkerhill is everything a 'real' motocross track should be and is set deep in woodland with

many elevation changes – an Irish answer to Namur in Belgium. It's been resurrected to all its former glories – and then some! Val Bell and the quad club workers have pulled out all the stops to put Tinkerhill back on the map – and not before time!

Ireland's sole GP contender Natalie Kane showcased her talent at the recent Bulgarian Grand Prix – a spectacular crash during qualification did little to dampen her spirit which is more than could be said for her distinctly second-hand looking race bike! Perhaps a little over eager, Natalie hit the deck in both motos and it was typical of the MVR-D Suzuki rider to be disappointed with herself for crashing. Are you kidding Nat! Sixth in the first moto with a sterling ride back from last to ninth in the second race is nothing to get disappointed about! I've said it before and I'll say it again – keep healthy and we will see Natalie on the podium of GP this year and who knows where she can go from here in a few years.

Three rounds into the Maxxis British championship and the big surprise for many has been Irwin – not so for Barney readers though, we've been tipping the Roger Magee-stabled youngster to spoil the show for many of the established stars this season.

Following an epic ride from the back of the pack to finish an incredible fifth in race one at Brampton, the youngster had just taken the lead in the second outing before two uncharacteristic crashes put him down for a 14th place finish. Sixth in the points table in his first full season is testimony to the hard work and effort from the KTM UK team and the willingness to learn from Stephen Sword – a podium result may come sooner than we think!

Martin Barr was in great form at Brampton, taking pole position aboard his Relentless Suzuki. Finishing in fourth place in the second race and within sight of the leader, it's safe to say 'Barty' is back! Expect to see Martin take a win before long – that pole position in Brampton did not happen by accident!

In the MX1 class Edmonds scored enough points for 16th overall on the day. Garrett decided not to go at the last moment, his injured knee and race commitments the following day were the deciding factor for the TSR pilot. And Steven Smyth and Michael McCommand are doing the business in the MX2 class – fourth and seventh respectively in what is a hotbed of talent.

The Fairyhouse Irish Grand Prix track will be the venue for round four of the Irish MX championships on May 23 which, by the way, is a Saturday – a first for southern centre races. An open practice day will run on the Sunday. Motorcycling Ireland will host both events and while camping will be permitted on the Friday evening before the race day it's important to note that camping is forbidden on the Saturday night.

Any news for Barney email it to me at stephendbr@aol.com





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So far this season seven-time world champ Juha Salminen has failed to make his mark on the Enduro 2 division

WELL I NEVER!

MAKING PREDICTIONS IS, WELL, AN UNPREDICTABLE BUSINESS – ESPECIALLY WHEN IT COMES TO THE WEC...

Words and photo by Jonty Edmunds

Predicting who is going to do what prior to the start of any sporting season is anything but easy. Put simply, making predictions isn't an exact science. Certain riders can be relied on to perform well, others counted on to disappoint and some will probably – but not certainly – deliver a few surprise results. But no matter how much fact backs up a prediction, things seldom end up as expected...

The '09 World Enduro Championship is the perfect example of this. Just three rounds old and yet to leave southern Europe, already the series has delivered more than its fair share of surprises. Some haven't been all that unexpected. Others no-one would have predicted.

The fact that Mika Ahola, Johnny Aubert and Ivan Cervantes lead the E1, E2 and E3 championships respectively isn't all that surprising. Most expected the Finn, Frenchman and Spaniard to be close – if not at the top – of their championships. But in the cases of Mika and Johnny, no-one expected them to be quite as dominant as they have been.

Mika Ahola unquestionably started '09 as the E1 title favourite following his '08 championship success. Staying with machinery and a team that he knows well, Mika was the rider others had to beat. So far Mika has delivered everything and more than was expected of him. Despite being on a 250cc four-stroke, Mika has refused to be held back by his horsepower handicap and has delivered some of this season's overall fastest performances.

So what of those directly behind the Finn in the E1 championship standings – Simone Albergoni and Antoine Meo? Returning to KTM

after several years competing for both Honda and Yamaha, Simone Albergoni needed to step his programme up a level this season.

Competing for KTM many predicted would be the making of Simone. Experienced, determined and now armed with some of the very best machinery in the WEC paddock – everything was in order for Albergoni to challenge for the E1 world title. So far, despite one day win, that hasn't happened.

Antoine Meo hasn't performed miracles this season but he has put Husqvarna back on the E1 class map following several seasons of, well, disappointment. Competing in a new class on a machine that had previously only produced lacklustre results, Meo has pumped excitement into the class and punched much further above his weight than many expected. Few doubted his ability to perform. But many questioned whether he'd be able to turn his ability into results. He's doing just that.

Johnny Aubert's speed and consistency so far this season has been every bit as impressive as his E2 class rivals hoped it wouldn't be. Adapting to his new factory KTM with ease, as the defending E2 world champion Aubert's confidence is as high as his special test times are impressive, no matter what the conditions. Those that questioned how well he'd adjust to European machinery after three seasons on a Yamaha needn't have worried.

Like in the E1 class it's what has and hasn't happened behind the class leader that has made most predictions surrounding the Enduro 2 class redundant. Juha Salminen, the seven-time world champion and a rider hungry to win back the E2 world title, was the one most hotly tipped to be

Aubert's biggest threat. Down in sixth in the championship standings, no-one would have guessed Juha would have had such a challenging – and disappointing – start to the season.

Nor would they have named Joakim Ljunggren as the rider who'd be sitting second behind Aubert. Showing what can be achieved when a rider's pre-season training is stepped up a gear, Ljunggren – like the E2 class' former Enduro Junior world champion Cristobal Guerrero – holds a better championship position than even he thought he would.

But it's Juha's lack of podium topping results that has come as the biggest shock in the E2 class. While switching to a new bike and team can always be challenging, few expected Juha to do anything other than take the E2 title fight to Aubert. Now on the right track and working his way up the championship standings, Salminen's season has certainly yet to get going.

Not wanting to be outdone, the E3 class has also thrown up a few surprises. While Ivan Cervantes, Seb Guillaume, Christophe Nambotin and Samuli Aro were all expected to feature at the top of the class, David Knight was one rider expecting to turn things on their heads. Predicted to do little else other than mix it up at the head of the championship, his disastrous start to the series has shocked the WEC.

While it seems a safe bet to predict that Ahola, Aubert and Cervantes will likely be this year's world champions, judging by what has happened at the opening three rounds of the '09 WEC series only one thing's certain – it will take a brave man to try to predict what will happen during the remaining five rounds...

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ROLE MODEL!

I have to admit I was feeling a bit down on motocross as my 10-year-old son had just broken his leg racing in France – the second broken leg in eight months. As a mum and a nurse this is not good!

He then produced Gordon Crockard's article from May's DBR. "This is how I feel mum," he said, pointing to the paragraph where Gordon states 'the little suffering I'm experiencing now is just a scratch considering the fun that bikes have brought me and will continue to bring me. I am determined to leave MX with a happy ending'. I know he loves the sport and I would not stand in his way – I only wish other people understood the passion and determination that drives them to go on and race again.

I must say a big thank you to DBR and Gordon for his inspirational and unfaltering positive thinking in the face of adversity. I feel it is important that DBR keeps it real and unfortunately serious injuries and time off the bike are a sad reality and it is good to read about how the pros cope with their downtime. I would like to say a big thank you to Gordon for helping my little boy express what he feels about the sport and we wish him a speedy recovery.

Elaine Jackson, via email

PS Elliot says that if we win the star letter he can share it with someone as he only needs the left shoe for the next few months!

Thanks for your email Elaine – if we had a prize for letter of the year it would be a real contender. Give our best wishes to Elliot and let us know the name and address of whoever's getting the right shoe...

**DBR SAVES #1**

A few months ago while doing some mechanical work on a bike I slipped and caught my hand between a moving chain and sprocket, completely shredding one of my fingers right off.

After an operation and a pretty grim few days in hospital I was fine again but without the use of my left hand. I was told I wouldn't be able to use it for months after it had healed and I didn't think I would be able to ride properly again for a long, long time. But after some positive thought I found I was able to get back on my steed and ride as best as I could.

I put this down to DBR as although I have read pretty much every issue since the age of 12 I have never been as enthusiastic to get back on my bike and onto a track as I was while reading this mag. So I just want to say thanks!

Otis, Leicester

Glad to have helped Otis – a picture taken immediately after the accident might even have earned you star letter status!

ANGRY FROM ARRAN!

How are we DBR? I want a rant at the tourists that live on the island where I was born and bred. We are trying to get a track built over here for all the boys with bikes and girls if they want but we can't get a grant till we come up with 10 per cent of the cash first.

We planned a bag pack at the local supermarket to raise money so we all turned up and all the stuck-up tourists that have their second homes over here all just looked at us as if we were trying to rob them! It's their fault we have to get a bit of land in the first place – we used to just go wherever we wanted but now if you go down to the beach you have about five phone calls to the police before you even fire the bad boy up!

Don't worry, we're not giving up just because of them – we will get it one day, just don't know when.

Marc, Arran

Good luck Marc – keep raising cash and keep keeping it legal!

LAZY RIDERS!

I've been subscribing to your mag for a good while and I love reading the column where you ask riders questions. I just thought I would say that I think riders should be getting their hands dirty with changing air filters and checking valves – it's shocking 95 per cent of them never changed an air filter or could tell you how to check the valves. They are lazy.

David, Norfolk

Yeah Swordy, y'lazy git...

GRAPHIC NOVEL

I'm just writing to ask if you could give me your expert help and advice. I'm trying to get back into our much loved sport of motocross again as the last two times I've tried some scumbag has raided my garage and stolen my pride and joy.

First one to go was a CR125 that I thought was the best bike in the world because she gave me the love for our sport and I was sooooo gutted when we were parted that it took me a while to think about another bike. But the inevitable happened and one of my mates was selling a newish bike that he used as a practice bike – this time a CR125 2000 model – and it was so sweet with Sandford graphics and black Excel wheels I couldn't resist. Only one problem, I hadn't got the funds so off I popped to the bank to get a loan of £2500 for the new weapon.

So she was mine and I rode a few races and was doing good – then another scum-sucking, bottom-dwelling rectum from the lowest region on earth came along and stole my new pride and joy and this time not only was my bike gone but I still had to pay for the loan. And my hard-earned points that I scored that season were lost! My girlfriend tried to comfort me but it was no good, I had lost the one thing that I loved and that was that!

But now, seven years later, I want to get back in the rider's seat and got myself a new weapon but funds are low (new baby on the way) and a CR125 '07 became my choice because she is a minter that's been fully brought back to life. The only thing is she has no graphics and I don't have a clue where to find any. Could you please let me know where I could find a good selection so I can make her look even sweeter?

Tom, Bolton

Good to hear you're back in the fold Tom – have a look at www.rushracing.co.uk for a big selection of graphics. Just don't deal with Scott (aka Chi-Chi) because he's a big panda-shaped waste of space.

DBR SAVES #2

Thank you! After breaking my arm falling off a fence DBR was the only thing keeping me sane – although I read it every month because there is no better way to spend my time than in heaven. Being 12 I have been allowed time off school but it's not worth it because my RM85 and I are stuck inside and we're bored. I have been cleaning my kit but now I want to get started on my bike so please send me some Muc-Off so I can do a better job!

Luke, Milton Keynes

Falling off a fence? At least fall off something decent (like an RM85)! Get well soon Luke and don't get your pot wet washing your steed...

**GOT SOMETHING TO SAY?**
WELL HERE'S WHERE YOU
SHOULD BE SAYING IT...

Write to Rant at the usual address or email us at rant@dirtbikerider.co.uk. All letters/emails must be accompanied by a full address. Oh and please don't send emails all in capitals. Cheers!

LETTERS WIN PRIZES

Write to Rant, get your letter published and you'll win a one-litre trigger bottle of marvellous bike cleaning fluid Muc-Off. And if we rate your letter highly enough you'll also receive our star prize – this month a pair of Etnies Rap Vulc Mids.



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PRO R 0W-20

Silkolene's Pro R 0W-20 has been around for a short while now and although it was originally designed for Moto GP, F1 and WSB competition it's recently found a new home and that's in the '09 Honda CRF450 – a bike that seems to suffer more than most with clutch fade. The oil's unique blend of super-trick friction modifiers creates an oil that has ultra low viscosity to optimise power transfer while utilising electrostatic technology to maximise wear resistance. Pro R in the CRF450R's gearbox greatly improves clutch feel and reduces fade over long motos while slightly increasing the power delivered to the rear wheel and the added bonus is because it wears so well it will typically last three times longer than traditional gearbox oil so time fettling your bike is greatly reduced!

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Price: £69.99

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V2 PRINT HELMET WHITEWALL

With its gloss black finish and hot rod style pin-stripping the fresh as a flan Fox V2 Whitewall has just become one of my favourite looking lids of 2009. Well vented and built to last, this helmet and its many safety features as well as oh-so snug fit also mean it's a smart buy especially when you take the exceedingly small price tag into account! Make sure you see one for yourself soon because the V2 Whitewall is now available to view in a Fox dealer near you!

Price: £130

Supplier: foxracing.com

Contact: 0191 487 6100



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Contact: 02380 884088

**SBS****CARBON SILVER BRAKE PADS**

These SBS Carbon Silver brake pads are designed more for the recreational rider who's on a budget and while they might not stop your forward motion as quickly as those sintered race jobbies or indeed an anchor they do perform adequately well in all conditions and are fairly durable too which is pretty impressive when you consider they cost just over a tenner! Yes, that's right! Replacement brake pads for the price of a medium chicken feast, pepperoni passion, vegetarian supreme or hot and spicy pizza from Domino's – how can you go wrong with a deal like that!

Price: £10.99
Supplier: madison.co.uk
Contact: sales@ultimatepursuits.co.uk

RIP 'N' ROLL**TOTAL VISION SYSTEM**

Rip 'n' Roll's Total Vision Systems are hotter than lightning right now with more riders than ever using the UK's #1 home grown goggle system and with a bunch of banging new colourways and designs now available RNR's TVSS are sure to become even more popular with serious throttle jockeys over the stormy summer months. Beat the rush by getting yours now!

Price: £49.95
Supplier: ripnroll.co.uk
Contact: 01483 857877

**ARAI****OSBORNE VX3 HELMET**

He's fearless, fast and some people claim he looks a little like an Ewok and now Turkish GP winner Zach Osborne also has an Arai replica helmet that features the awesome custom design originally dreamed up by Pasky Bayl at OCD splashed all over it. While this super safe helmet might not turn you into a Rev Monster like Zach himself it'll certainly turn some heads with its stunning design so if you fancy seeing yourself in something so sexy seek one out soon.

Price: TBA
Supplier: apico.co.uk
Contact: 08707 779201

**FREELAP****MX TIMING SYSTEM**

If you've ever seen a training montage in a sports film then you'll know that the way to a better performance is to have a guy with a stopwatch stalking your every move and studying his piece on a regular basis. But now there's absolutely no need for shenanigans of that nature as 21st

Century technology has come up trumps in the form of this Freelap MX timing system that allows you to time your own laps in a transponder type style. Head online to freelapmx.co.uk for the full lowdown on this awesome new product... Guys with stopwatches the dole queue is that way>>>.

Price: MX Timer £228+VAT
 Power 5 transmitter £195+VAT
Supplier: hssports.co.uk
Contact: 01260 275708

**SHIFT****STRIKE GEAR**

While the radical designs might not be everybody's cup of tea this new range of racewear from Shift is certainly striking which is probably why they named it Strike! Available in five colour options from black to day glo pink this hard wearing, comfortable range of hi-tech kit is just the thing for rippling up the racetracks in this summer so strike now and size yourself up a set of this Shift stuff soon!

Price: Jersey £25 Pants £80 Gloves £18
Supplier: shift-europe.com
Contact: 0191 487 6300

**OGIO****MOTO GEAR BAGS**

Once described to me as the 'Playboy Mansion of gearbags' (© Albert Steward) I was somewhat disappointed to find not one sniff of a cigar, swimming pool, dressing gown or Playmate bunny inside this CMYK MX9800 moto gear bag when I took a good shifty around. It's certainly spacious though and while the MX9800 is definitely not the cheapest dirlbag available on the off-road luggage market today it's certainly the best and will last a lifetime. And if you're an OGIO addict like me you'll be glad to know that the MX9800 has a sidekick specifically sized to safely carry your helmet – the MX950. Sweet!

Price: MX9800 moto gear bag £199.99
 MX950 helmet bag £59.99
Supplier: madison.co.uk
Contact: sales@ultimatepursuits.co.uk



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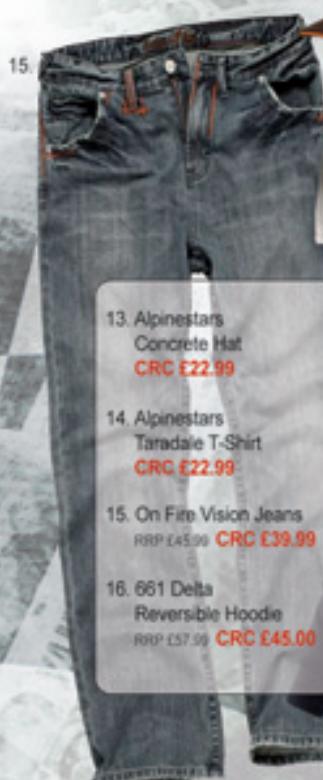


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LAST CHANCE SALOON?

HE'S COME SO CLOSE SO MANY TIMES TO THAT ELUSIVE WORLD CROWN AND HE'S ALREADY PROVED THIS YEAR THAT HE'S STILL GOT THE SPEED TO WIN GPs – BUT CAN JOSH COPPINS GO THE DISTANCE IN 2009 AND FINALLY TAKE THE TITLE?

Words and photos by Alex Hodgkinson

<<<

Josh is enjoying his racing again after a nightmare 2008 season – but can he translate fun into a world MX1 title?



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As the old man of the MX1 class at 32 and a genuine MX GP contender for the last six years or so, Kiwi Josh Coppins has seen countless potential world championship titles slip through his grip. Suffering a spectacularly unspectacular season in 2008 (chronicled in the new 'Snakes and Ladders – One More Year' movie that's reviewed elsewhere in this month's issue) the former British champion appeared to have lost his last chance of achieving ultimate glory as his challenge collapsed in the latter half of the year. But as that old saying goes, 'you can't keep a good man down' – something Lizard proved by storming back into the limelight with victory at the Bulgarian GP.

DBR: Your form so far this year has been pretty good so is it safe to say you're not too old after all?

JC: "No, I feel good and I've been enjoying my racing this year just as much as I did in the late '90s when I first started to run top 10. Last year was a chore though – a few things weren't going right and I was pretty down on myself. I lost that feeling and the second half of the year got more and more frustrating and difficult. You have good days and bad days – I unfortunately had a few bad days and got down on myself."

DBR: What actually went wrong last year?

JC: "When I was expected to win it made it a little bit harder if I didn't because I also expected to be winning and as soon as I lost a shot at the championship I pretty much struggled from there on in. After I won both motos at Teutschenthal I was suddenly within four points of the lead but we had a few problems. The bike wasn't quite as good as I had hoped at the start of the year and neither was I. There were a whole lotta things going on."

DBR: Why do you think you were able to win in Bulgaria?

JC: "Because I'm ready, because the bike's improved and because I felt I could win and I believed in myself and because I'm feeling good and enjoying my racing. I didn't win either moto but I won the GP – I could probably have won the first moto but I might not have been able to be second in the second moto if I had. It's all about being older and smarter particularly for that race. The pace was just so fast."

"But to be honest I still need to improve a little bit, my fitness needs to be a little bit better but that is part of the plan. I didn't expect to be peaking that early – I went there with a podium in mind and came away with the win."

DBR: We know the early season races don't mean anything but there was little indication then of the speed you showed on Saturday at Faenza and in Bulgaria.

JC: "We had quite a few problems through the pre-season races but that's what they're there for. In Mantova I couldn't do the one-on-one because I had an electrical problem. At Montevarchi I had the same problem – I DNFed the first heat after leading and then won the second. At Valence I broke a gearbox in the last moto and I was battling it out with Shaun Simpson stuck in third gear.

"It was a little bit frustrating because David wasn't having the trouble. No-one really knew about these problems and then I was suffering with arm pump because of the front fork so it took all of those races to sort it out. It was only the last two weeks before the first GP that I felt comfortable and could knuckle down.

"But I was still confident enough after those races. I got fifth at Mantova, I should have won Montevarchi, I was on the podium at Ponte a Egola and I only missed second by one point at Odole and they were all pretty much GP races – I was running top five all the time."

DBR: Then your speed in the Saturday qualifier at Faenza was amazing. You ran away from the field.

JC: "After the last Italian championship race we went testing again and got the bike set-up right. I had been struggling a lot with arm-pump but once we fixed that problem I was away."

"It was all down to the settings of the front fork. As soon as we got that right I knew I could run up front again."

>>



Josh bangs bars with Ramon out of the gate in Turkey – the desire's still strong...



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DBR: And then the last lap crash...

JC: "I was lucky to get away with that. That could have finished my year. It was a mistake on my part. I just jumped a little bit far off the last drop, my front wheel landed in a hole and my hand came off the bars because of the force. I had really sore ribs right up until Turkey but I didn't need to ride with pain medicine there. Also I had quite a bad concussion so I was lucky that it rained for Sunday at Faenza. If it had been dry I would not have had the speed or the concentration or the shape to do two 40s on that track at that speed. I got a 'get out of jail free' card when it rained."

DBR: I know there is no such thing as a number one and a number two at Rinaldi but your team-mate is the world champion. Does that make it more difficult for you?

JC: "No, I'm enjoying it. I enjoy no-one calling me, being able to do my own thing and get on with it. It's easier. Last year I was always expected to win and, I'll be perfectly honest, I struggled to accept that. Coming into this year no-one was talking about me, only the team expected results from me. They knew I was in good shape and the speed was there. They knew the reasons why I hadn't been winning in the pre-season races."

DBR: Change of tack – how's life as a family guy?

JC: "I think it's made life a lot easier. Things I used to worry about before like where am I going to go training? Am I fit enough? Am I strong enough? None of that stuff matters anymore, first and foremost is my family and then comes racing."

"Racing is no longer my main focus and I'm more relaxed for it. I still give my racing 100 per cent but my family has taken that stress out of it – I'm here to enjoy it. I'm lucky that Lisa is very organised and very understanding. She understands the situation, knows how it is and is prepared to make sacrifices for me to do my racing. The only thing she asks is that I make up for it after racing."

DBR: How do you organise your life?

JC: "I'm living in the UK in the winter and in Belgium in the summer so at the moment we are apart quite a lot of the time but as soon as Mila has finished with all her vaccinations and is strong enough to travel they'll be with me a lot more. The camper is big enough and I want the family to be with me – I already had to miss a lot of Mila growing up and I don't want to miss any more."

DBR: You changed trainer this winter. How does Russell White fit into the plan?

JC: "I did four or five years with Stephan Nusser and I wanted a change. I felt like I needed new motivation. I am a motivated trainer so my fitness was never an issue – it was just I wanted to improve my mental aspect and approach, improve my diet, many things. I wanted a structured plan, someone with me constantly to monitor those things and we chat a lot. Russell helped Tyla a lot in these areas. Preparation is a big part of this sport and I am fortunate to have Fabio Santoni as my mechanic. We have been together since 2001 now and have a perfect understanding."

DBR: You were going to quit at the end of this year. Anything changed?

JC: "We're always going to go back to New Zealand – it's just a matter of when. I'm really enjoying my racing right now but I haven't made any plans



*Being an underdog suits the Kiwi.
"Last year I was always expected to win and I struggled to accept that."*

for the future. My contract ends with Yamaha in October and to be honest Yamaha will want to talk about that before I do.

"Let's just say that if I didn't get renewed at the end of this year it won't worry me. I'm still going to race but whether it's in Europe or back home, that I do not know at the moment. We have to cross that bridge when we come to it. I'm not even really thinking about that yet. I could be finished in GPs at the end of the year but I will still race in Australia and New Zealand when I do."

DBR: How do you see the season unravelling?

JC: "Coming into the season it didn't take a rocket scientist to know that you need to be there after Valkenswaard and then reconsolidate because if you missed the boat you weren't going to catch up. There are 12 possible GP winners and no-one is going to go out there and win three or four GPs in a row because there are too many good riders who can win on their day."

"The first quarter of the season is very important not to be winning but to be up there in the points. But we are looking at three manufacturers for the title. We're already down to seven or eight who are championship contenders and pretty soon it could be down to five or six. Realistically there are five or six guys who are standing out as

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championship contenders.

"David is strong. He hasn't started quite as well as he had hoped but he's right there. We haven't seen the David of 2008 yet but he is keeping consistent and it will come. Apart from David and me, Nagl and Barragan are strong for KTM and then there are Tony and Ken. That's my group for the top six which is edging out Tanel. He's still in there at the moment but I think his starts will be his downfall. He's hanging in there after that Faenza win at the moment but I'm not sure he's going to be able to stay there."

"Suzuki are in there too but they didn't win a GP for 12 months and even that was only one moto in Spain. Steve will try to come back and he had a strong race in Turkey but realistically he was quite far back before that and he needs to do it more regularly and that is not how Steve works."

"It's sad to see Honda where they are but I kinda expected it. When you have a new bike it takes time to develop it and you have teething problems, also they seem to have lost a bit of their infrastructure, their staff, so they're regrouping. But they also don't have the real championship riders. They have several possibilities for GP wins but no championship contender."

DBR: What are the vital parts of the package?

JC: "At Yamaha we have the starts down this year – we have the power and we're right up there with KTM. We also have a better clutch and we have a new upgraded engine for Valkenswaard. Gone are the days in MX1 when it was all about getting the power to the ground and it was just switching tyres and weight. It is more like working on a 250F now – constantly developing and trying to improve the power."

DBR: Potentially you could have already won five world titles – you should have been the man in 2003 but you smashed your foot in the winter then for the last four years something has always got in the way.

JC: "Yeah, 2005 I was good right up to Nismes. I was the fastest there but I was down on the first lap and didn't win. Both Ben and I had Stefan on the ropes that year but we let him off the hook and the mud of Gaidorf gave him the momentum again."



Josh heads for the GP overall in Bulgaria

"In 2006 I got hurt one week before the first GP but I came back and was the only man to beat Stefan – lapping up to fourth in that race at Desertmartin. 2007 doesn't even bear talking about. Everyone knows the story there but 2008 was terrible."

DBR: So is this the year it finally happens – the year when no-one expects it?

JC: "I rate my chances high, very high. I am one of the strongest and fittest and I'm in one of the best teams with the best package. I would put myself right up there. People throw the word 'family' around pretty lightly but Rinaldi Yamaha truly is a family. Everyone on the team will work all hours in harmony to achieve success and the record proves it."

"And for me personally I think my mindset has changed. I'm already doing well now but I will get better as the year goes on – I can be strong for 15 races."

DBR: So is it a case of being the oldest and smartest?

JC: "Hopefully. But I need to keep my feet on the ground and stay focused. I am not one of the most naturally talented riders out there but I don't think anyone has worked harder for it and I hope I deserve to win one before I go home."



FRAGILE

F A C T O R Y FATTY!

A GLASS KANKLE PUTS A HOLD ON SUTTY'S ATTEMPTS AT RIDING BUT NOT BEFORE HE POUNDS OUT SOME LAPS ON THE CMX450 AT FATCAT AND APEX...

Words by **Sutty** Photos by **still-mx.co.uk**

TranDawg™ has been putting in the miles this month as I've been grabbing every opportunity possible to go riding on the factory CCM. It's roughly a 260-mile round trip for me to go pound out some laps at FatCat Motoparc but it's a journey that is becoming almost as familiar as my daily limp to the Potts' Pies emporium where they have a plethora of pastry perfection just waiting to be gobbled up.

By using pretty much just the one practice facility I've been able to keep a closer check on my progress with the bike – which to be fair has been slower than I'd have liked – than I would if I were riding a different track on a ride-to-ride basis. Clever eh?

While it's a slow process my confidence is slowly returning and I've felt more able to attack certain parts of the track harder although I'm still a little timid in others – mostly on jumps exiting corners where I'm still sat down on take-off. I believe this is due to the dimensions of the bike itself as I think the footpegs maybe a little too high in relation to the seat for my lanky legs – it's either that or my knees are even more shot than I previously thought. I've requested a taller seat foam to see if that helps...

Aside from that small problem I've got nothing bad at all to say about the bike and it's proving to be particularly solid and resilient to being ridden hard – way harder than I could ever ride it as well I expect.

It's also not a bad beast to work on either. I'm lucky that Paul Atkinson at CCM HQ does most of the major work on my bike leaving me just to wash and lube the CMX450 as well as change the air filter on an hourly basis but regular checks of the fastenings and fixtures have taught me that it's a well designed and constructed piece of machinery.

After dropping off the bike at CCM HQ the other week for one of its scheduled services it was arranged that I'd pick it back up at a team training session which would give me chance to turn some laps with the other factory riders. The chosen venue for the day's riding was Apex (www.apexmotocross.co.uk) – a venue that I'd heard nothing but good things about after it changed ownership recently.

Situated right on junction six of the M5, the whole facility is a much revamped place with a woodchip covered surface instead of all that slippery old polished clay crap that used to make the circuit so sketchy in the wet and a dustbowl in the dry. The new layout also flows much better and is much more motocross style than ever before.

And as well as upgrading the track itself the new owners are doing everything they can to offer their valued customers great value for money including a rider loyalty card system where you get a free sixth ride after paying for the first five. Whether you're mega

local or live a few hours away like me I'd recommend checking the place out...

Anyhoo, Marge and I rocked up nice and early after ricocheting through the worst of the rush hour M6/M5 interchange traffic in TranDawg™ to find Paul from CCM and fellow factory rider Doogs already there. TC rolled up a little while later in his vee-dubya pimpmobile as did t'other factory CCM pilot – the 16-year-old sassstress Alix Dunlop.

As Paul had prepped all the bikes previous to our arrival all we had to do was get kitted up and ride so as soon as the gate to the track opened at 11am Dougan was on it, putting in his first moto of the day on the freshly graded woodchip surface. In fact, Jason was so keen he'd almost put in a full-speed full lap before I joined the track and I wasn't slow in getting myself out there either.

There's not much finer in life than riding a freshly graded motocross circuit and woodchip – like freshly graded sand – is one of the finest surfaces to ride. As I eased myself into the session, learnt the layout of the track and got the jumps dialled I also mulled over how the bike was performing in the mulch.

The deeper conditions meant the bike had to be revved much harder than on the hardpack I'd mostly been on so far and although the power-sapping conditions made it feel like the motor wasn't so impressive my bike was certainly pulling through the deep stuff better than most machines out there. Even when Doogs or TC blasted by and covered me from head to toe in itchy sawdust I had no problem in matching their speed up the next hill or straight – around the corners it wasn't so easy to keep them in sight but in a straight line I was on it!

A big ole dose of arm-pump put a dampener on my first full session and even after a half-hour break it was still annoyingly apparent in the second but by the third I finally found a decent rhythm and was in my element until a fallen rider made the warning lights flash and siren sound bringing a premature end to the practice session.

It rained quite a lot before the next session which made the jump faces and landings quite slippery but soon enough I'd found another good rhythm and was picking up my pace and lowering my lap times. Then things went a little bit wrong – I caught my foot in a rut and wrenched my ankle. At first I thought it would wear off after a lap or two but it soon became apparent that it was more badly mulled than I originally envisaged – not broken or owt, I'd just pulled the ligaments a little. And that was that – load the van, head straight home, do not pass KFC, do not collect £200.

This little set-back couldn't have come at a worse time as I'm currently gearing up to go racing once more. All being well my first big motocross race of the year should be at Asham Woods near Frome on May Bank Holiday weekend which is an Open class round of the MMX series so it should be a good clash! I'll let you know how that goes next month!



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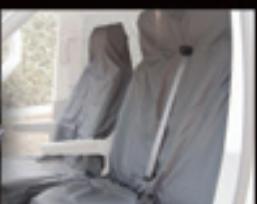
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A change in diet will improve the power to weight ratio better than any factory finery – eh Sutty?

DIETARY DILEMMA!

AN EMAIL FROM THE TEAM BOSS TEACHES OUR THROTTLE JOCKEY HOW TO LOSE 9LBS IN A HURRY...

Now that I'm a factory rider and stuff I have my own agent – Jake Miller – who also works closely with fellow off-road athletes Dougie Lampkin and Shaun Simpson. To make sure things run smoothly I frequently liaise with Jake when I need to approach CCM for technical support etc and vice versa. After making a recent visit to the CCM factory in Bolton to drop my bike off for a good going over Jake received this email from Austin Clews and very kindly forwarded it on for my perusal. It read...

Dear Jake,

After having seen our new Factory Rider (Factory Fatty) Sutty in the latest issue of DBR I have to say that he looked a little on the large side! Having met with him earlier this week we discussed the issue in detail and the outcome was that he doesn't give a f*** about being fat.

However what he was upset about was that his XXL UFO shirt didn't fit him and was becoming a cause for concern from some of his female fans. It was decided that he may go on a diet. I suggested one that I had been on for two three-day slots a couple of weeks earlier (being a fellow Factory Fatty myself) and lost 9lbs. This is the diet if you could pass it on!

Regards

Austin Clews

Austin Clews

PS – I expect him to be fit and present for his next weigh-in in two weeks time!

I can't really say fairer than that so for the foreseeable future this is what I should be eating so if you see my biting down on a burger, scoffing on a sausage roll, shuffling in some sweeties or cramming in some cake please feel free to slap me!

DAY ONE:

Breakfast

One slice of toast with peanut butter
One grapefruit or glass of grapefruit juice
One cup of tea or coffee without milk or sugar

Lunch

One cup of tuna in brine
One slice of toast
One cup of tea or coffee without milk or sugar

Dinner

Sliced lean meat
One cup of carrots
One cup of green beans
Apple
One cup of vanilla ice cream
One cup of tea or coffee without milk or sugar

DAY TWO:

Breakfast

One boiled egg
One slice of toast
One cup of tea or coffee without milk or sugar

Lunch

Eight TUC biscuits
One cup of cottage cheese
One cup of tea or coffee without milk or sugar

Dinner

Two frankfurter sausages (hot dogs)
One cup of broccoli or cabbage
One cup of carrots or beetroot
One banana
One cup of vanilla ice cream
One cup of tea or coffee without milk or sugar

DAY THREE:

Breakfast

Five TUC biscuits
One oz cheddar cheese
One apple
One cup of tea or coffee without milk or sugar

Lunch

One boiled egg
One slice of toast
One cup of tea or coffee without milk or sugar

Dinner

One cup of tuna
One cup of carrots
One cup of cauliflower
One cup of melon
One cup of ice cream
One cup of tea or coffee without milk or sugar





Fast Frenchie Gautier Paulin has come out swinging in 2009

FESTIVE CHEER!

LIKE CHRISTMAS THE BRITISH MOTOCROSS GP COMES BUT ONCE A YEAR AND ALSO LIKE CHRISTMAS THE BENEVOLENT HERO OF THE BRITISH MOTOCROSS GP IS A RUDDY FACED CHAP OF A PORTLY NATURE WHO LIKES DRESSING IN RED...

Words by Sutty

After taking a financial hammering on the actually rather good Handlebar festival, RHL Activities' Gareth Hockey will have everything crossed on May 30/31 as he hopes for a massive turnout of race fans to ensure the event doesn't run at a loss as it did last year. And in an all-out attempt at bringing in the fans – and giving them the all-important value for money they so crave – Gareth's gone the whole hog to make the 2009 British MX GP a memorable one.

For starters there's not one but two GPs happening over the weekend. The action kicks off on Friday in an appetiser stylee with practice and qualifying for round two of the supermotocross world championship where the globe's best dirt bike backer-inners will howl around an exciting half n' half dirt n' Tarmac course that's been especially constructed for your spectating pleasure. The points-paying SM GP itself will happen on Saturday evening after the qualifying heats for the main course – the British MX GP!

Following the tried and tested Youthstream recipe of qualifying on the Saturday and four championship motos on the Sunday, the British round has the added bonus of an enticing side-order – a Veteran's World Cup round – thrown in for free.

Maybe not quite as appealing to British fans since four-time world champion Dave Thorpe hung up his boots, you can still expect a good battle from these golden oldies. Leading the Vets entry is reigning champ Peter Iven who's currently beating off super-Swede Mats Nilsson and Italian Alex 'Crazy Horse' Puzar in the championship chase. Although the official entry list has yet to be confirmed, don't be too surprised to see 40-plus British battlers Greg Hanson and Robbie Herring battling it out near the front of the pack – so get your air horns ready!

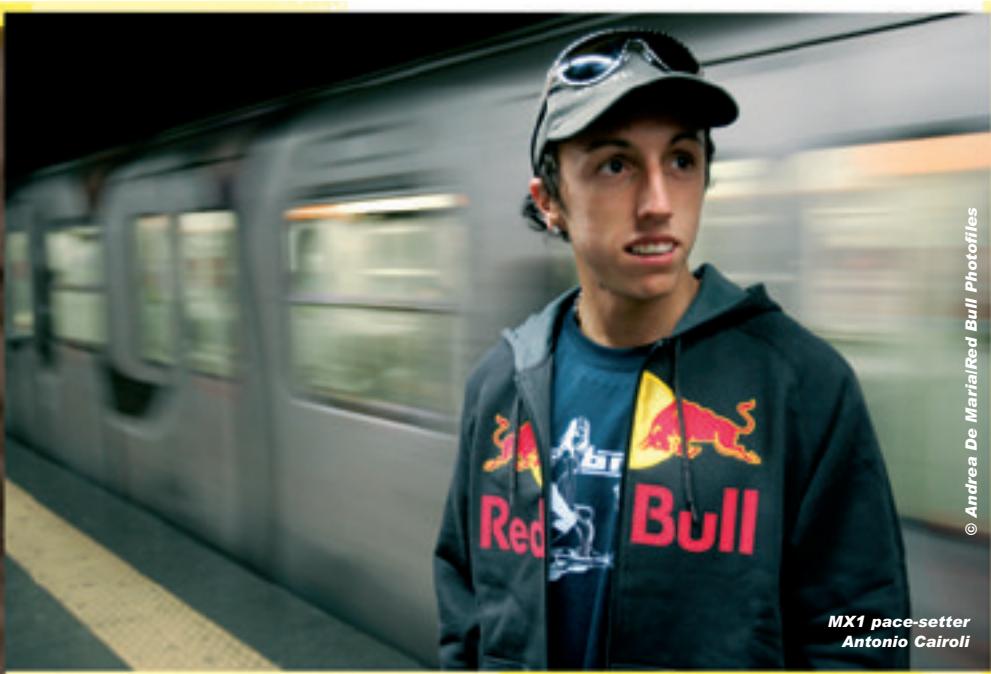
And once your air horn squeezing finger is all warmed up and stuff get ready to use it some more all Sunday long as the on-track action gets seriously steamy. Two 35-minute plus two lap motos for each class will see a pair of GP winners crowned and it could well be a Brit who ends the day on top of the podium so get ready to support your troops!

Away from the track there's a whole heap of wholesome stuff going on from digger demos, fairground rides, live music and disco dancing. Plus there's a chance to soak sexy DBR model Cassie in the DBR Dunk Tank! Yep, that's right, over at the DBR stand in the trade village we'll have a full on Dunk Tank set up so you can try and get Cassie soaking wet at any point during the GP weekend – it's as easy as throwing balls at a target! We'll also have some excellent offers on erm, offer, so pop by, say hello and p-p-pick up a bargain.

* The management would like to point out that the DBR Dunk Tank is a complete figment of Sutty's overactive imagination and that no such contraption will be at Mallory Park – although it is actually a rather good idea!

Justin Barclay, Gareth Hockey and Dave De Digger take time out from track building





MX1 pace-setter
Antonio Cairoli

#7 JONATHAN BARRAGAN

Probably Antonio Cairoli's biggest threat in this year's title chase is super fit Spaniard Jonathan Barragan who was also a winner of the British GP in 2008. Still with the Silver Action squad, Barragan will be hoping to squeeze out maximum points from Mallory Park.

#8 TANEL LEOK

The Estonian Express has looked more at home on the De Carli Yamaha in the past few months than he ever did on the factory Kawasaki he's ridden for the past few years! Winner of this season's opening GP Tanel has shown flashes of real brilliance and is fitter and keener than ever before. Although he's one of the nicest guys in the sport the Estonian is still one of the toughest competitors on the track so expect to see Tanel end the day on the podium or thereabouts at least!

#9 KEN DE DYCKER

Always a little on the hit-or-miss side, De Dycker lived up to his reputation at Mallory Park last year by coming from last to first in moto one after a second turn fall to take a fine and well deserved victory only to slip back to sixth in the second race after putting in a somewhat lacklustre performance. This season has seen more of the same from Keeno and it's difficult to predict just where the tall Belgian rider will finish.

#211 BILLY MACKENZIE

There's nobody who wants to win the British GP more than Billy MacKenzie and the 25-year-old Scotsman certainly has the skills and tools to get the job done. We've not seen the best of Billy so far this year but he led the way in Holland and with his home crowd behind him will be looking to do the same at Mallory.

#222 ANTONIO CAIROLI

You'd have to be some kind of nut job to bet against Antonio Cairoli doing the business at the Blighty GP. A winner here last year in MX2 as he traded moto wins with eventual world champion Tyla Rattray, the Sicilian's proving to be a real star in the MX1 class too and holds down the series lead as DBR goes to press.

THE OUTSIDERS

Although they've not had the best start to their season only a fool would discount the Monster Yamaha pairing of Josh Coppins and reigning world champion David Philippaerts from jumping on to the podium.

Likewise, Max Nagl is always a threat – especially if he yanks a holeshot on the factory KTM which is more likely than not considering the amount of ponies that thing chucks out.

Marc De Reuver's had a typically inconsistent start to his season but as always is a threat to win if his stars align on the day and last but not least let's not dismiss Clement Desalle, a podium is long overdue for the man they call MX Panda – could Mallory Park be the place he pulls it out of the bag?

THE BRITS

GP regulars James Noble, Tom Church and Jason Dougan are all a shoo-in for good points at Mallory but what about the wildcards? Well, we haven't seen an official entry list yet but here's hoping Brad Anderson makes it on there. Already a points scorer in Holland, Brad's good for a top 10 if everything goes his way.

THE MAIN CONTENDERS – MX1



© Samo Vidic/Red Bull Photofiles

Don't bet against Red Bull KTM's Max Nagl ripping a couple of holeshots in MX1



Speedy Spaniard Jonathan Barragan will be looking to repeat his 2008 Mallory victory

#5 RUI GONCALVES

This Portugeezer is more of a rock steady Eddie than a fearlessly fast flash in the pan and after winning his first GP moto and maiden overall at Valkenswaard should be full of confidence coming into Mallory Park. As KTM's only championship hope now that Shaun Simpson has broken his leg the pressure to perform will be on but if anyone can stand a bit of heat in the kitchen it's Rui Goncalves.

#7 STEPHEN SWORD

He might be the golden oldie of the MX2 gang but don't discount Stephen Sword as a winner in his last ever British MX2 grand prix. Swordy narrowly missed out on a podium at Mallory last year and seeing as though all the riders who beat him across the line back then aren't around in '09 for one reason or another it's more or less in the bag for the speedy 29-year-old Scotsman – no pressure then, Stephen!

#21 GAUTIER PAULIN

As leader of the French revolution and the MX2 series in the early part of this season, Gautier Paulin really seems to be coming of age. The former BMX world champion's greatest strength is consistency and although he might not hang it out to win a moto at Mallory he's more likely than not going to be on the podium come the end of play.

#25 MARVIN MUSQUIN

Musquin's been a real revolution in this year's title chase and the featherweight Frenchman has already placed his Honda on top of the podium at the Bulgarian GP. Technically brilliant and very fit too, the Barclay-built Mallory circuit could suit Marv down to the ground so keep a close eye on the #25 NGS Honda.

#338 ZACH OSBORNE

What the American UTAG Yamaha rider lacks in height he more than makes up for with determination, ability and out-and-out raw speed. While still learning the Euro tracks in his first full year on this side of the pond, Zach has already shown flashes of brilliance on Steve Dixon's Yamahauler and the winner of the Turkish GP will undoubtedly be hoping to take a pair of wins on the UTAG team's home soil.

THE OUTSIDERS

The MX2 class is stacked with talent and as well as the five fancied runners above who else could be considered a threat to climb upon the podium?

Well, there's three fast Frenchmen for starters – Xavier Boog, Nico Aubin and Steven Frossard. Frossard has already won a moto this year and Aubin's come tantalisingly close as well and while Boog's not stood on the steps just yet it has to be coming as the Teka Suzuki star continues to improve week by week. And what about his young team-mate Ken Roczen?

The German superstar only turned 15 at the end of April and as DBR went to press he'd yet to turn a wheel in GP competition – Portugal was due to be his first round of the world championship – but after seeing him perform at the opening round of the EMX2 series at Hawkstone Park the hype surrounding the former junior world champion just might be justified.

THE BRITS

British GP regulars the Reverend Jake Nicholls and UTAG Yamaha's Mel Pocock will most likely be joined in action by wildcard Graeme Irwin and possibly PAR Homes Scott Elderfield although this is yet to be confirmed. The full entry list will be posted on www.dirtbikerider.com just as soon as it's released by the FIM.

This is Swordy's last chance to shine in a British MX2 GP



THE MAIN CONTENDERS – MX2



With Shaun Simpson sidelined, Red Bull KTM's hopes in MX2 lie with Portugal's Rui Goncalves

HOW TO GET TO MALLORY PARK...

WITH A PLETHORA OF PARKS TO PICK FROM JUST WHICH IS THE REAL VENUE AND WHERE THE FECK IS IT?

For those of you that didn't already know then the Mallory Park circuit is situated in the small village of Kirkby Mallory that's just off the A47 between Leicester and Hinckley. There's easy access to the circuit by road and quite a few major cities are close by. As a permanent road racing facility the venue is well signposted – look out for the brown road signs that you'll find from as far afield as junction 21 of the M1. For sat-nav users the Mallory Park post code is LE9 7QE – so pop that in your TomTom or Garmin and we'll see you there!



SUPERMOTO MADNESS

THE MXGP SIDESHOW
THAT'S ACTUALLY MORE
OF A SLIDESHOW...

A few years back supermoto was set to be the next big thing in motorcycle sport as it took the best aspects of road racing and motocross and shook 'em all together in a smoothie style mixture of moscicle madness. Although the sport can be visually stimulating – the sight of a really good pro racer sliding his bike into a turn sideways at 60mph makes the hairs on yer sack stand on end and no mistake – it never really took off in this country although it is amazingly popular on the continent.

As well as top-flight motocross action at Mallory you'll be able to take in the second round of the supermoto world championship that will feature British battlers Christian Iddon and Matt Winstanley taking on the world's best supermoto specialists including Thierry Van Den Bosch, Eddy Seel and Adrien Chareyre.

Like in the motocross world championships there are two classes – S1 and S2. The S1 division is for 450cc machines while the S2 bikes are the overbore baddies that produce so much horsepower they are capable of ripping arms out of sockets and stuff. All the machines run 17 inch wheels and if the weather allows (which it's bound to on British MXGP weekend because it's gonna be sunny, right) slick tyres.

The supermoto action takes place all over the weekend with qualifying on Friday and the world championship points paying motos on Saturday evening so check it out if you get the chance...

Supermoto provides the slide, sorry, sideshow on Saturday evening at Mallory

There's no-one who wants victory more at Mallory than Billy Mac



The lap dancers often put on an al fresco performance between races

WHERE TO STAY...

DO YOU NEED SOMEWHERE
TO SLEEP ON THE GP WEEKEND?

If you're a true motocross fan then there's only one place to stay on GP weekend and that's at the track. Whether you camp in a tent, stay in a motorhome or follow the lead of our esteemed editor and sleep in the DBR awning after taking in a beer or two then RHL Leisure have got a camping package that suits you sir. For more details of these packages log on to the official website of the British motocross grand prix at www.britishmxgp.com or call the event hotline on 01873 840640.

But if you absolutely need your creature comforts such as showers, clean sheets and the like then maybe you'd rather book into a hotel. Although most of the ones in the local area have been fully booked up for some time now there are still some nearby bargains to be had by trawling websites such as www.laterooms.com. There are also some mega sweet deals to be snagged through the www.britishmxgp.com website too so check them out as well.

It's worth remembering that Mallory is very central and there are a plethora of large towns and cities close by that offer a million and one places to stay. Although Leicester is the closest of these it's worth remembering that Coventry is only 12 miles away while Derby, Birmingham and Northampton are all within a 30-mile drive.



Cheer on home heroes like CCM Racing's Tom Church



LOG JAMMIN'

GETTING ACROSS BIG ASS LOGS LIKE THESE REALLY ISN'T AS EASY AS KNIGHTER MAKES IT LOOK BUT IT'S NOT IMPOSSIBLE EITHER – HERE'S A HELPFUL HEADS-UP ON HOW TO DO IT BY THE BIG MAN HIMSELF...

Words by David Knight Photos by Sutty

He might be having a tough time of it in the WEC this year but David Knight is a bona fide dirt-biking legend who has two world enduro championships and two AMA GNCC titles to his name. Each month the massively talented Manxman will run through a technique that's essential for everyone's off-road arsenal – this issue it's how to ride over large logs like these. And when you've read and digested this latest lesson log on to www.dirtbikerider.com for a free video demo from the great man himself...

"This obstacle here that I'm going to explain to you is how to successfully get over a log. It might not look that hard but it's the kind of obstacle that a lot of riders seem to struggle with. Logs come in many different shapes and sizes and depending on how wet they are the

grip they offer varies wildly so keep that in mind!

"Like any type of obstacle you need to get the approach speed just right. Obviously I'll be coming up to this obstacle flat-out, then I'll brake hard and change down to second gear as my approach nears – whatever you do don't come in too hot and tuck the front end by braking too hard because all you'll do is get a big face full of log. When I'm about three feet away from the log with my front wheel I'll pull a small wheelie by dipping the clutch and accelerating. It's important that my front wheel just glances off the top of the log and as it does I'll continue to accelerate and carry the front wheel high, hopefully high enough to ensure that the sump doesn't crash into the log and the rear tyre can drive up the front face of it.

"At this point it's important to stay well balanced by keeping nice and central on the bike

so you can lean either way to counteract the balance.

"With your rear wheel on top of the log, now is the time that the front end will drop over the other side. How hard you've hit the log with your back wheel will dictate how violently the front end comes down. Lean back and get ready for the impact then as soon as the front wheel is safely down the rear will follow and you can power off and away from the log. Obviously if it's damp or bark free the log isn't going to be at all grippy so watch out for that as well!"

"Like anything you should always get the technique dialled then work on getting the speed – the important thing is to be safe and to have fun."

For video footage of DK's awesome log jammin' technique go to www.dirtbikerider.co.uk



KNIGHT SCHOOL



GIANT KILLER!

WITH A WHOPPING 25-POINT LEAD IN THE MAXXIS MX1 SERIES AFTER JUST THREE ROUNDS HAS PAR HOMES HONDA'S PLUCKY PRIVATEER BRAD ANDERSON GOT THE BEANS TO GO ALL THE WAY?

Words and photos by Clarence Bodicker

For the last 20 years or so Brad Anderson has been a super-tough competitor in motocross circles – not the flashiest or most stylish of riders but someone you could always depend on to get the job done with little in the way of bells or whistles.

When we last caught up with Brad – who turns 28 the week after the British GP – he was getting set for a full-on onslaught on the MX1 world championship with Suffolk-based super team Swift Suzuki. Coming off a fantastic year in 2007, Brad was bursting at the seams to get out there and prove that the drubbings he'd given GP winners Billy MacKenzie and Ken De Dycker in the Maxxis British championship could be repeated overseas. But it just wasn't to be as Anderson found out that all that glitters is not gold.

"At Swift everything always looked good," says Brad. "The surroundings in the team truck were nice, the bike had new parts on it every week and everything was polished right up. Initially when I tested the bike I really liked it and I thought it was good but in actual fact it really wasn't that good at all."

"My biggest problem was that I couldn't turn the bike like I wanted to. I was telling the team that there was a problem with the way the bike handled but they just thought it was me and the problems were all in my head. At first I actually thought that it might have been me and I thought I was losing it..."

Brad's early season form didn't exactly set the world on fire and inconsistency throughout the year was undoubtedly his biggest enemy. Finally fed up with not getting the bike to behave like he wanted it to – and constantly hearing that the problems were with him and not with the machinery provided – Brad took a step that would put his mind at rest one way or another.

"I tried Billy MacKenzie's Honda one day while we were out practising and on that I was a good

few seconds a lap quicker than I was on my own Suzuki – I found I could flick it about more, turn it how I wanted to and as a result I was riding more like my old self. From that point onwards I definitely knew in my head that it wasn't me."

The affirmation that his powers weren't waning gave Ando a mid-season mental boost and better results soon followed with a year high GP moto result of 12th in the super-tough sand of Lommel followed a week later by a very creditable 13th overall in the very different slippery hardpack conditions of Loket in the Czech Republic.

But despite the better form shown there was still some uncertainty as to where Brad would ply his trade in 2009 – Swift had the option of keeping him on for another year although rumours were running rife that the team might fold.

"I was thinking that I wanted to leave the team and ride something else but then again I really like the Banks family and I really enjoyed the surroundings – it was a frustrating time for sure. There was a lot of people talking about what was happening with Swift but I was under the impression that everything was going to continue the same with myself, Pascal Leuret and Elliot carrying on."

"It came to the last GP and I had to go to sort everything out for this year. I got there and they told me on the Saturday night that I was off the team. While a lot of people would have been upset by this it was good for me because then I could then go out and sort something solid out. I'd been talking to the Factory TM and Aprilia teams but in the end I decided that the best thing to do for me would be to return to the UK with a British-based team and try to build my confidence back up."

Once the split from Swift was confirmed there was never much doubt over where Brad would be headed and when the rather satisfied looking north easterner finally spilled the beans that PAR Honda would be his new home for

BRAD ON...

RACING AT THE HANDLEBAR FESTIVAL

"To me the MX3 GP felt just like a British Masters round or something. Don't get me wrong it was a good meeting and everything was spot on but it just didn't seem like a world championship event."

"I didn't come away with the win and that really p***ed me off. I should have won the first moto but I made that silly mistake while I was in the lead which ruined it for me. I put a lot of energy into coming through the pack with no front brake in the first race and I didn't have much left in the tank when Vanni passed me in the second – he had better lines than me as well which didn't help."

"Finishing second overall was good but I didn't get the same buzz from it that I would have had from finishing second at a MX1 GP – that's the real world championship!"

BULLDOG ROCKY!

"Rocky's sound – he's hopefully gonna get his leg over in a few weeks and that should stop him from trying to hump people! We're taking him to see a bulldog breeder so there might be some baby Rockys floating around in the near future..."

BATTLING WITH BILLY MAC

"I really enjoy banging bars with Billy – he's a tough competitor and we both give as good as we get. There's never any tension between us afterwards and that's what racing motocross is all about."



*After a winter in the USA
Brad's enjoying his best season to date*

GIANT KILLER

2009 it came as no surprise.

A winter spent training in the States was a rare treat for Brad who can normally be found hammering out laps around waterlogged tracks in sub-zero temperatures in the UK throughout the dark months. "We went to America and did some races and training out there with the new bike. It really helped with my speed and my fitness too so when I came back I was ready to get into the swing of things."

"Coming into round one of the British championship at Canada Heights I didn't know what to expect but I was feeling confident. I got the holeshot in the first race but I knew they were going to come past me because I wasn't riding so well but I bided my time and waited to find a good pace rather than riding

above my head and crashing."

"Billy was flying and he pulled a gap on me, then he crashed and that messed with his rhythm. After that I was able to pass him back and then pull away for the win, I didn't even feel like I was pushing too hard – I just did a nice job! The second race was harder with a lot of hard battling going on but I just used my head, thought about the overall and came away with the red plate."

It was certainly a bit of a surprise for many race fans who'd arrived in Swanley expecting a Mac 211 whitewash when Ando climbed on top of the podium flanked by Carl Nunn and Tom Church. But at round two a couple of weeks later with the red plate firmly fixed to the #60 PAR machine Brad not only banged in another





Brad found that the Swift Suzuki wasn't all it was cracked up to be

consistent performance but extended his points lead as well!

"Langrish is a track I like and always enjoy. I don't know what was causing it but I couldn't get out of the start all day for some reason and that's the one thing you need there because everyone seems to be fast at that place.

"In the first race I really couldn't get into the groove and I ended up slipping back to eighth or ninth place and people who I've never even heard of were coming by me. The final straw was when James Noble passed me and I was like 'he's not coming by me as well' so after that I got the hammer down, found some nice lines and worked my way back to fourth. I was pretty pleased with that race in the end.

"I was lucky in the second race that Billy

crashed on the last lap because he basically gave me fourth when I should have been fifth. When you took Nagl out of it that was the same as two thirds which isn't such a bad day when you're chasing a championship. A lot of people had inconsistent days at Langrish and for once that really worked into my hands."

While Langrish had been a 'lucky day' – as Anderson puts it – the third round at Brampton saw Brad dominate both motos even though everything was far from rosy in the two-time British four-stroke champ's camp...

"I've been unable to train for the last couple of months because I've had a niggling back injury. I went to see someone who cracked it all for me and it was fine until I hurt it again at the Valkenswaard GP. I went back to the back

cracker again just before Brampton and hopefully it'll be sorted now for good and I'll be able to start training again which will be good for me because I don't feel half as fit as I should do."

So with a fully fit Anderson what should we expect? "I haven't really thought too much about winning the title just yet. There's a lot of competition in MX1 and it's good to be leading the full-time world championship riders – people who have won GPs like Billy, Nunny and Zach Osborne. It would be nice to put an end to the CAS win-streak and I know that Paul [Rowlands – PAR team boss] would love it if we were the leading Honda team in the UK. All I can do is just keep plugging away and giving 100 per cent – then we'll see what happens!"

VAUGHAN SEMMENS (BOB'S MIDLANDER MAICO) FIGHTED OFF JIM POMEROY (DERRA) TO CLAIM A SEASON'S FIRST TITLED IN RACE ONE OF THE WEST GERMAN 250 GP AT BIELEFELD



VAUGHANOGRAPHY!

JACK LOOKS BACK AT THE 1979 250cc GP SEASON AND THE DEBUT WORLD CHAMPIONSHIP CAMPAIGN OF MAICO-MOUNTED MIDLANDER VAUGHAN SEMMENS

Words and photos by Jack Burnicle

The recent funeral of former MX journalist, commentator and riders' agent Dave Smith brought together an entertaining array of stars who remembered the exasperating little man with great affection! And among them were two thirds of the UK's 250 GP contenders in a series which glittered with talent back in 1979.

While Rob Hooper – recovering courageously from breaking his back at the 1978 Trophee des Nations – entered his fourth campaign, fellow Midlander Vaughan Semmens embarked on what would prove an impressive debut season. Both rode Maicos, Hooper through UK importer Bryan Goss and Semmens backed by that indefatigable enthusiast Doug Wheeler from his shop at Garsington, near Oxford.

Rob had his lugubrious dad Bob along as mechanic in their fabulous V6-engined metallic blue Ford Transit ("she was a bit thirsty but she didn't half go!") and Vaughan was accompanied by chirpy Mr Bean lookalike John Cox. They were joined on their travels by Neil Hudson. Two years into a brief but masterful GP career, the shy boy from Somerset ran his factory Maico with the help

of moody wrench Steve Butler.

I made the long journey through France to the traditional Spanish opener at Sabadell, outside Barcelona, with English debutante Paul Harrison and his lovely mum Lily. There, around the most gob-smacking circuit I'd ever seen, spectacular Swede Hakan Carlqvist swept to victory on his Husqvarna ahead of CZ's wily Czech veteran Jaroslav Falta and Hudson. Semmens' first race fourth place startled the pundits as he saw off Hudson and KTM's Russian tough guys Gennady Moiseev – the reigning champion – and the short, square, granite-hard Vladimir Kavinov.

Other Katooms were wielded by benign Belgian beanpole Jaak van Velthoven and suave Italian Ivan Alborgnetti. And with 18-year-old Flemish starlet Georges Jobe (Suzuki), cool Dutchman Kees van der Ven (Maico), tall Germans Rolf Dieffenbach (Kawasaki) and Hans Maisch (Maico – not surprisingly, being the boss's son!), experienced Belgians Jean-Claude Lacquaye (SWM) and Raymond Boven (Husqvarna), rugged Finn Erkki Sundstrom (Husqvarna), Japanese nomad Torao Suzuki (Aprilia) and America's original grand prix winner Jim

Pomeroy (Bultaco) on the grid, the 250cc championship of 1979 looked wide open. But nobody told Hakan Carlqvist!

The muscular, moustachioed Swede – fresh from dominating that 1978 Trophee des and riding with piratical panache – scorched to 12 moto wins in the opening eight GPs and simply put the title out of reach! Behind him through the rough, fast forests of Lichtenvoorde in Holland's second round, Moiseev and van der Ven mounted the podium ahead of sand specialist Benny Wilken (Maico) and Hudson. Semmens suffered a split exhaust pipe then a slipping clutch and managed only 12th in race two when Hooper was taken out by a typically ambitious Pomeroy 'pass'!

'Nellie' Hudson hung on gamely, benefiting at Cuneo in northern Italy when Carla's gearbox broke in the first moto. The West Countryman was victorious by a single point over Kavinov in front of 32,000 fans while Semmens, who travelled all the way without a guaranteed start, claimed seventh and 10th places! Hudson did it again at Genk in Belgium where the soft, sandy track leapt in and out of sun-splashed silver birch woodlands, sharing moto wins after Carla had crashed in the first >>



was armed with his mum's Kodak Brownie camera.
After art college he mixed life as a graphic designer,
magazine art director, photographer and part-time art
college tutor with motocross and photo-journalism.
Now he's a commentator, painting pictures with words.
He never did get a proper job...

JACK BURNICLE is the godfather (our words, not his) of British MX journalism. Born in Billingham, County Durham, to Bella and nutty (his words, not ours) musical genius Stan Burnicle, Jack was mad about cars and motor racing as a kid. At sweet 16 he got a motorbike, rode it to a local 'scramble' and was instantly, hopelessly hooked. Next time he went he



SICKY LITTLE RUSSIAN VLADIMIR KARINOV
RIDDEN IN VAIN TO FEND OFF BELGIAN WANT
JACKE VAN VIETNAMEN IN THE 1979 DUTCH 250 GP

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Akulov (right) leads the 1979 French 250 GP from Swede Nick Hudson (42), Italian champion (white, 31), Swiss champion (white, 23) Maico, second, while van der Ven (black, 1) takes his double victory at Czecho's first MX GP.



turn. The Swede lasered his way from 38th to third – “my best ride of the year” – then won race two with Moiseev mounting the rostrum third. Burly blond Belgian Boven used a controversial ‘paddle’ tyre in race one but it was promptly outlawed by the FIM and banned from the second moto!

Hudson completed an unexpected hat-trick in Yugoslavia where, runner-up to Carlqvist in the first moto, he benefited from the Swede’s race two problems and topped the podium again ahead of Hakan. Kavinov nabbed third by a point from Lacquaye’s SWM but Carla then blitzed the next six motos in shattering style! “Czecho was a difficult track where you had to think hard and pick out lines,” he said of the magnificent Holice circuit before storming to further success in Poland and France.

Nellie, meantime, suffered a frustrating mixture of podiums and DNFs. He and Hooper both collapsed front wheels at Lavaur, near Toulouse. “A great track and one of my quick

days!” remembers Rob Hooper. “But I broke a wheel in the first race and almost broke my ankle in the second. Then the van dropped a valve shortly after leaving Dover and dad had to fix it at the roadside!”

Semmens aggravated a thumb injury in France (though he briefly lead the second race!) and two retirements signalled the unexpected collapse of Moiseev’s season. Team-mate Kavinov came on strong at Hyvinkaa in Finland where he finished a close second overall to dashing Dutchman van der Ven. Hudson won race two and Hooper, at home on a swooping sand track through pine forests, grabbed his best result of the season with a 7-9 score that was mirrored by Semmens. It was the best combined day for the Brits before the ‘Continental Circus’ headed Stateside for their annual showdown with America’s best at Unadilla.

The winner there was Yamaha’s Bob ‘Hurricane’ Hannah but Carlqvist’s second race

rostrum behind Bob and Kent Howerton (Suzuki) was enough to clinch the swashbuckling Swede a worthy world championship after closest challenger Hudson succumbed to the choking heat.

The penultimate round at Bielstein in West Germany sorted out the silver medal in Hudson’s favour. It was also the first GP where I shot colour pictures but more of that next month! Carla dominated as Nellie, twice second, was aided by a thrilling third place for Vaughan Semmens in race one and another for close friend Kees van der Ven second time out. Both helped ensure Hudson second in the series ahead of the Russians, despite Moiseev finally ripping out a double victory in the last round at Samokov – Bulgaria’s first MX GP!

Semmens ended his memorable maiden season with a first race eighth that kept him 11th in the series until Torao Suzuki’s third place finish in the final race of the year hoisted his factory Aprilia past the private Maico. Still, 12th ahead of experienced works riders and GP winners like Maisch, Sundstrom, Wilken, Boven and Pomeroy was a remarkable feat for the forceful Brummie. Good enough for him to be picked alongside Hudson, Hooper and new 500 world champion Graham Noyce for the MX des Nations squad that finished a superb second at Ruskeasanta in Finland.

Sadly, six months on Vaughan badly broke a leg racing at Frome ending – at the age of 29 – a grand prix career that started late, flourished fast, then was quickly and cruelly extinguished. |



THE ODD COUPLE!

LAST MONTH BILLY MAC GAVE US A UNIQUE INSIGHT INTO WHAT GOES ON INSIDE HIS HEAD – THIS MONTH HIS HOUSE-MATE ANDREW FERGUSON LETS US KNOW WHAT GOES ON INSIDE HIS HOME...

Words and photos by Andrew Ferguson

Following a morning at the gym most afternoons see Billy sprawled on the sofa



Is Andrew Ferguson Britain's most hard done by house-mate?

Just as William Wallace invaded England in 1297 to annoy the English, William MacKenzie has done the same. The Scotsman moved down to the Midlands around a year ago to work closely with his trainer Kirk and to live within a stone's throw of his manager Jamie Dobb. I first met Billy about two years ago at one of the British championship rounds and ever since then I have tried to avoid him – especially tough now I live with him.

For this article I wanted to get a real cool, interesting photo that was going to blow people away when they saw how exciting our lives are around the home. How hard can it be? We have a pretty cool house and my new lighting set-up can make almost anything look good on camera. Well, so far I have a really bad photo of Billy sleeping on the sofa and an even worse one of him pretending to cook a steak.

In fact, the whole steak photoshoot was one of the more depressing experiences in my life so far. I was taking ages to set everything up and Billy was getting predictably agitated, telling me what a bad idea this was and how terrible it's going to look. "Don't take it from there, that's my bad side, I would rather die than do this etc etc."

So after five minutes of embarrassingly poor photos we abandoned the shoot and I answered the door to a policeman asking me if I'd seen some men fighting with baseball bats outside the house. Unfortunately, I'd missed out on that spectacle but Billy did suggest that it might have been the notorious drunk over the road fighting himself. He'd already demolished next door's wall by getting on the lash and driving through it with his tractor not so long ago.

When I sat down to think about other possible ideas for a good photo it occurred to me that we don't actually do anything of interest around here. I spend most days watching Frasier or sat at my computer doing work and checking my Facebook to see if I have any new 'which serial killer are you' requests.

Billy is out of the house and down at the gym by 8am Monday to Friday and religiously sleeps through mid-afternoon on the sofa in front of the TV. Being a considerate housemate I always try to be as quiet as I can when I go downstairs to make lunch or whatever. Not that he pays me the same courtesy when he gets up at 6am and hammers away on Guitar Hero.



Most of Billy's evenings are spent behind his computer screen downloading a lifetime's supply of electro dance music and god knows what else and as we both spend unhealthy amounts of time at our computers we often end up talking to each other via MSN. Before we know it we are having full-blown conversations over the internet from one room to the other about how we can get rid of all the rubbish we forgot to put out for the binmen or, when I've been shopping, why did I buy Jammy Rings instead of Jammy Dodgers.

About a week before he was due to fly home from a month's riding in California I was sat here in my office chair from ASDA eating a tin of economy ravioli when Billy called me up to tell me that he'd put an offer in on a house over there which he plans to rent out while he lives over here. That's the thing about Billy – he's not stupid, well, with regards to money anyway. Don't be fooled, behind all that immature humour and scruffy hair sits quite the business mind.

DIY is always a funny experience in our house. With only a handful of tools and even less do it yourself knowledge we take the Chuckle Brothers style approach. For example, to line up a hole in the ceiling of the kitchen and a hole in the floor of Billy's bedroom directly above we dangle an electrical extension cord outside of his window, guess where it is on the inside of the wall downstairs and fire up the drill. Then when it comes to threading the important Xbox wires around the inside of the walls we use an old fishing rod, swearing and some duct tape. I'm in the process of fitting an outside tap so we can use the pressure washer so if you live in the East Midlands area and experience problems with your water supply then I'm sorry.

If you know who Billy MacKenzie is chances are you will know he's not afraid to speak his mind. The last place you want to be is the other end of the phone when he is calling up the internet people to ask why we have been cut off, only to find that we won't be connected for another week and there will be a £100 connection fee to sweeten the deal. How are we supposed to survive a week with no internet?

Let me set the scene. It's 11.30am, I've just woken up after a heavy night on my own at my computer, put on my slippers and rolled downstairs to make a cup of 'Douwe Egbert'. The house is silent except for the stirring sound of my teaspoon when all of a sudden Billy starts screaming obscenities down the phone from his bedroom as he is once more put on hold by the nice internet people who insist on making it as awkward as possible to press a button and re-connect us.

That is very similar to the time he was on the phone trying to get the boiler fixed after he tried to change the timer but ended up ripping the whole damn front off it! Which reminds me, I do need to tell him that swearing while apologising for swearing is not the most effective way of doing it.

Not only is Billy one of the most extrovert people you will meet, he's also one of the most disorganised. He will like to tell you that he is spontaneous but it has become fairly obvious that he simply can't be bothered making a plan in the first place. On many occasions I have driven up and down the country to bring him riding kit he has left at the house. In fact, not five minutes ago Billy came running upstairs after going to a bank meeting and forgetting his passport.

Billy often tells me how much he hates me and most of our conversations consist of two-word insults but I know he's only joking because the other morning when I left the house at 5.30am without telling him he woke up to find the lights on, me gone and thought something bad had happened. I got a phone call while on my way down the M1 from him asking me if I had been kidnapped and if I was all right. Either that or he thought it was too good to be true.

We are quite opposites regarding personality – I like to plan, he likes to do, I like to think, he likes to say. For example, you know the feeling when someone is doing something that you have always thought about doing but never actually gone through with because you know there is a good chance that something bad will happen? Well, one of Billy's brainwaves was >>

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**Being a spider in Billy's house
is like being a dog in Korea –
your days are numbered**

a 'hassle-free' way to clean various bits of kit and initially I was going to say something – but I really wanted to see if it would pan out as well as Billy thought it would. Anyway, 30 minutes later brown water is spilling out across the kitchen floor from underneath the dishwasher. Great! The machine that once washed my dirty dishes at the touch of a button is now working inside out because someone thought it would be a good idea to put his knee braces and mud-covered helmets in there. Having said that, I did once put milk in the kettle to make hot chocolate so I can't rip him too bad.

When Billy gets an idea into his haggis, no matter how ridiculous it may seem you have to take him seriously because more often than not he goes through with his hair-brained schemes quicker than you can say "Billy, the binmen are going to kick off big time" ...

Take the spider issues we have at the house for example. Just as summer is about to kick in we get plagued by huge, mutant spiders. There is something about the ones we get here at the house that I really don't like. Not only are they all absolutely massive – like the size of the hand that walks around in the Addams Family – but they move sneakily slow and when you make eye contact they just stare back.

Within the exposed brickwork of the living room are a series of holes that we refer to as the spider holes. Billy's great idea was to spray disc brake cleaner in each one and light them all, thus burning the horrible monsters within. What we didn't know was that they are all connected by a cavity in the middle of the wall and as we lit one, flames exploded out of every hole like the napalm scene from *Apocalypse Now*.

So now we've discovered that death by fire is

not really going to work we've acquired a specific spider vacuum cleaner. It looks just like a light sabre so I assume that you're supposed to take the end cap off and attack the eight-legged fiend Jedi style, suck it up, put the cap back on and release it back into the wild. So rather than hitting them with a shovel all I have to do is Hoover 'em up and I'm then left with a spider in a tube rather than in my mouth when I'm sleeping.

Another thing I have found is that sometimes it's best just not to ask questions. For instance, I was away for the weekend and when I came home I walked upstairs to find my Head and Shoulders shampoo smashed up and sprayed around the bathroom and more recently a supermarket shopping trolley has appeared outside the front door. I also get a feeling the single missing drumstick should forever remain a mystery. After all, ignorance is bliss... |

MARV ATTACK!

IT'S BEEN PRETTY RARE TO SEE HONDAS UP THERE WITH THE TOOMERS, KWACKERS AND YAMAHAULERS IN THE MX2 GPs AND THEY ARE ONLY THERE NOW DUE TO THE OUTRAGEOUS TALENTS OF FRENCH LIGHTWEIGHT MARVIN MUSQUIN...

Words and photos by Alex Hodgkinson

Marvin Musquin – the 19-year-old from La Reole, a village 30 miles inland from the Atlantic coastline near Bordeaux – had first shown his skills on the world stage with a sixth placed moto finish in a wildcard ride at Faenza in the summer of 2007. And after a solid year of consolidation throughout last season he's now racing '07 Euro rival Gautier Paulin for world honours in 2008.

Podiums at each of the first three GPs including Honda's first ever MX2 success have established Marvin as a genuine world title contender – possibly for the first and last time as the US world of SX is already beckoning. "I have ridden supercross since I was racing 65cc and I enjoy it. Supercross is very important to me and particularly Bercy. It is THE race in Europe."

And what a show Marvin put on there last November. He didn't trouble Bubba but neither did anyone else and riding the only 250F in the programme Marvin put it to the other 450s to deservedly earn the applause.

"I think I will race 450 there this year. I already rode one and I don't think I will have any problems in supercross despite my size. I am not ready yet to race the 450 outdoors but it doesn't matter. I am fast on the 250."

And that is not brash talking. The French championship this year sends both classes to the start together and who beat David Vuillemin, Gregory Aranda and ex-champ Mickael Pichon hands down at the ultra-fast Pernes-les-Fontaines track in March? Right in one. Two moto wins and a second clinched the day and a massive points lead over the rest of the MX2 boys.

"I enjoy racing against the 450s in the French championship. It's very nice to often be the only 250F up there against the 450s –

particularly at Pernes. But I don't think the idea to mix the classes is good for the young riders. It is not a problem for the GP riders but it is very difficult for the others, particularly those who are still racing 125."

But the lightweight Marvin – 5'10" but only nine-and-a-half stone – admits he has benefited from the programme. "I saw already in the first race of the year at Valence that I was fast. I took a big rock off Goncalves' rear wheel in the second moto and lost a lot of blood though my nose was not broken but I had won the first moto."

"And racing against the 450s in the French championship is really good for the confidence. You have to give everything to race with them on a 250F and that was good preparation for the GPs. It really helped me to build my speed."

And that raw speed has been on view all the way through the early GPs. Top of Pre-Qualifying in Italy and Bulgaria (by two entire seconds at Sevlievo!), fourth in Turkey and even seventh in the Dutch sand, Marvin has very definite views about the newly-introduced race format for grid positions.

"Saturday is so difficult now. I don't like it. It is not good for the fast riders to have a race for qualification. Anything can happen and you cannot recover in 20 minutes. I prefer flying laps – if the bike breaks you can still go out on the second bike and set a time. I don't know why they have to do it because it spoils the GP. Certainly it is important not to take a risk if you are running second or third in the qualifier

but you can do nothing about those first lap collisions.

"Turkey was very difficult after the big crash at the end of the rollers on Saturday. It's no good to be starting from gate 20. Other riders crashed in the first turn on Sunday and me and Aubin were trapped behind them."

Indeed, it's amazing that Marvin is up there just 15 points shy of the championship pace despite a series of difficult races. Third in the mud of Faenza, a runaway in the opener at Sevlievo and a charge from last to third to clinch the overall – "that was my fault, I missed the first shift out of the gate" – and then those two rides from way down in Turkey to still make the podium. Only the second moto at Valkenswaard was a disappointment as a second hard ride took its toll in the closing laps.

Looking at his stature it's little wonder that Marvin has appeared to fade slightly in the second half of race two but he insists his fitness is A1. "I had some difficult races this year. I backed off a little at the end of some races because I didn't want to make mistakes. I think I still had something more but I didn't want to take a risk. Sometimes you need to be satisfied with what you have – it is a long championship."

Knowing himself that he had to get stronger, Marvin took the initiative himself last winter by signing Yannig Kervella as trainer. "I have known Yannig for many years and I asked him last year if we could work together. Sometimes Jordi Tixier is also there but >>



With mechanic
Dominique Alleame
and team boss
Bruno Losito

profile

*Marv flies at Bercy,
“Supercross is very
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Marv faded in the Dutch sand of Valkenswaard



HONDA'S HISTORY IN MX2

HAS THE DROUGHT FINALLY ENDED?

Honda's quarter-litre four-stroke has not exactly ripped the world apart since its appearance at the end of 2003. Jamie Dobb and Carl Nunn managed to break into the top six a couple of times in 2004 but the only podium finishes were a third for Jeff Dement at Neeroeteren and second for wildcard Jussi Vehvilainen at Namur. Jeff Dement at Neeroeteren and second for wildcard Jussi Vehvilainen at Namur.

And since then success on the world stage has been even more rare. Pascal Leuret had eight top six days in 2007 but his sole podium came at Agueda working out of the back of his own camper.

Honda simply were not matching the support of KTM, Kawasaki and Yamaha at the MX2 GPs and 2008 failed to bring a single top six overall finish although the Musquin-NGS effort did land 10 top 10 moto scores.

Even at the start of this year Honda Europe's support was directed at the big bucks MX1 teams but Roger Harvey was given the go-ahead before Turkey to offer the French crew a spares budget for the rest of the season.



generally we work one-on-one.

"My girlfriend Mathilde and I moved to live with Yannig in Bretagne in January and I worked very hard in the winter. I feel good, my physical condition is the best it ever has been. I don't really do anything new with Yannig but it is the way you do things and when. I have built more muscles but I have not got heavier. I feel stronger, I am stronger and that is good for the confidence. Confidence plays a big part in any sport."

Not that the off-season was an easy time for Marvin and Bruno Losito's NGS (Nouvelle Generation Sport) team. "It was a difficult time. I had a contract for this year with NGS but it is not a big team with unlimited finance and we were not even on the first list for the GPs."

Throughout his youth career Marvin had been

associated with Bud Racing and Kawasaki – he was 85cc European champion in 2004 and that initial GP outing two summers back was still on green – but 18 months ago he recognised the opportunities which NGS were offering. "I felt I needed a change and I liked the Honda. The bike is good and I could race together with my elder brother Mickael in the team last year."

"I was happy with my first full GP season in 2008. I missed Loket and Ireland because of injury but I still finished top 15. GPs are tough and that was a good result for my rookie year."

And despite being a relatively small team NGS have brought together the talents from all over the French-speaking world to achieve their success. Team base is Le Havre, their star rider comes from the south west, tuning is by Magic Racing who are based in Forbach close to the

THE TRAINER!

RE-INTRODUCING YANNIG KERVELLA

An artisan GP rider in the '80s – always in the shadow of France's first world champion Jacky Vimond but more than capable of joining his compatriot on the podium in the mud (it rains a lot in Brittany) – Yannig Kervella has been part of the French scene for 30 years.

His credentials as a trainer are also immaculate even if he doesn't blow his own trumpet. "In the last few years I just worked with a few young kids in France, Jordi Tixier is the most well-known. Before that I only worked with Fred Bolley in 2000 [Fred was world champion that year after a titanic struggle with Mickael Pichon] and after that I worked with Sébastien Tortelli in the States in 2001-2002 [when Dyno was running wheel-to-wheel with Ricky Carmichael]. Having guided one Frenchman on a Honda to a world title, just how highly does he rate Marvin?"

"Good enough to be world champion. He has everything he needs – he is very good technically, now he has good shape and he has quite a good bike so everything is coming together. We didn't plan on winning the title at the start of the year. The first goal was to grow up but now we see it is possible and the title would be perfect but if he is on the podium that would be good too – a real advance. And we don't have any pressure from anybody. Marvin can just take it race by race."

German border and the Showa suspension is prepared by Jean-Marie Hacking – the legendary Belgian technician who spannered for Georges Jobe and André Malherbe in the '80s.

"Honda have given us more assistance since we started to win but for next year I don't know – I am open to offers. For sure I want to go to the US some time but I do not know when. I will not go just to be there. I will wait for the correct contract – the one where I can ride up front. I already have several teams in the US who are interested. So it is possible next year. If I get a good contract I will go."

But first up is the MX2 world series... Marvin, can you win? "Oh yeah. I was confident before the first race that I could do well but I didn't know if I could win. Now I have seen what is possible. Before I didn't know but now I do!"

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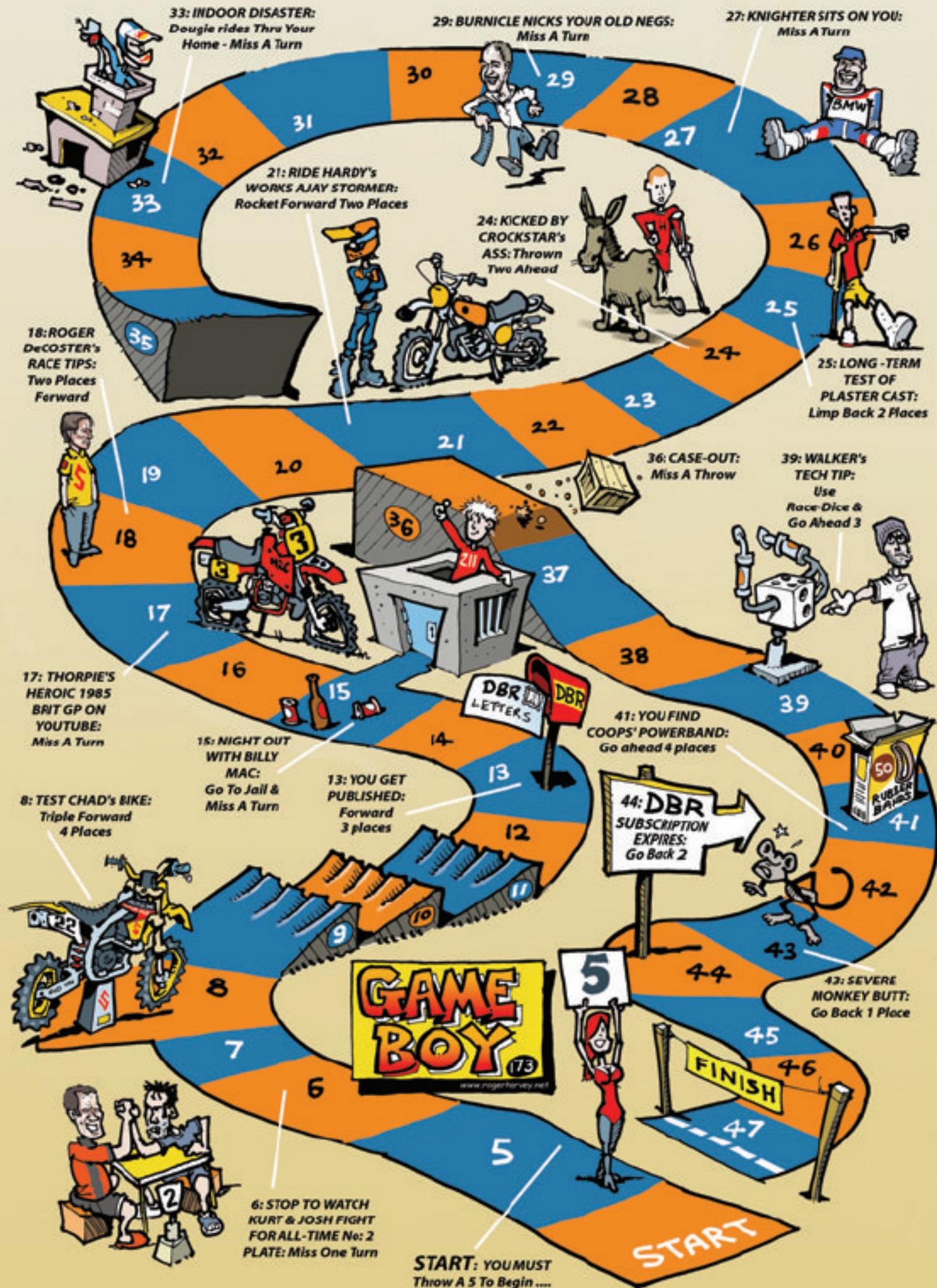
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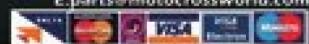
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STILL THE GREATEST SUPERCROSS RACER OF ALL-TIME – FOR NOW – JEREMY
McGRATH'S KEEPING BUSY WITH PLENTY OF RIDING AND RACING...

Jeremy McGrath is still a big part of the motocross and supercross communities as a test rider, a mentor and a plain ol' legend. He's also starting to turn some heads in auto racing and will be racing the X Games and other select events again this year. After spotting him at a ride day sponsored by FMF we decided to give him a call and find out what he's been up to lately...

DBR: Why don't you talk a bit about what you've been up to for the past few years?

JM: "Believe me, I find plenty of stuff to do to take up my time these days. In the last few years I've had two kids – my oldest daughter's three-and-a-half and my youngest is almost one-and-a-half – so I've been being a family man, hanging around the house.

"And the best part for me for the last few years has been doing the testing for Honda. I still work with those guys weekly, trying to get some development done on the race bike and trying to make the stuff better. Sometimes, during supercross season, I work with some of the riders but not necessarily on a coach-type level. I have so much experience that it's easy for me to go through some parts and find out what works and not waste those guys' time while they're training and racing. If we come up with something good, that's when we have those guys ride it."

DBR: Testing is really a learned skill, isn't it?

JM: "Yeah, it's definitely learned. It took me a lot of years."

DBR: You say you're not really like a coach but I would imagine that you're available if anyone has questions or needs advice...

JM: "Oh, yeah, 100 per cent available and I help the guys with starts – even guys on the Factory Connection team – a little bit. But I'm

available for all of it. I'm not the sort of guy that's going to say 'hey, you need to do this or you need to do that' but I'm available if they ask for some help. Or if I see something major wrong, then obviously we would all talk about it.

"I get along with the riders really well on

the team and I feel like they have a mutual respect for me and trust what I'm saying. It works out good. I'm not interested in travelling to the races any more. I like being home and I like having my weekends to myself. The last couple years I've been racing some [off-road] truck races as well so that's starting to happen again this summer and that's been fun."

DBR: As such an icon I'd imagine that even the younger guys coming up would immediately understand who you are and what you accomplished, right?

JM: "Yeah, well, I suppose it does happen. Riding with those guys and seeing them when they come out is really cool. I don't think they run over and ask for my help right away but I have worked with some of them on starts. I think I have a lot that I can teach someone when it comes to starts and things like that."

DBR: Some of the other veteran champs – most of whom came before you – seem to get a little bitter about today's racers because of the amount of money they make and things like that. Do you have a similar outlook?

JM: "No, I mean, I don't care how much money someone's making. I'm satisfied with how it happened with me and my career and I'm totally content. What bothers me is when they're getting a lot of money and they don't put the effort in – don't try. And I'm the first to say I was guilty of that at times but I was never guilty of that during supercross season or for a whole season – never."

"There are some guys out there who it seems are just riding around for a pay-cheque. That doesn't sit well with me but there's a good group of kids coming up and nobody can really say anything until you stand in their shoes. I've been there and people probably said the same thing about me so I don't have a lot to say about it other than I wish – and everybody wishes – that the guys who seem to be lying down on the job sometimes would push it harder because they're so talented."

DBR: The real difference between Jeremy McGrath, Ricky Carmichael and James Stewart and the rest of the racing world is you guys not only had/have a ton of talent but a work ethic to go along with it. That's different from maybe a Ron Lechien who had the talent but not the work ethic...

JM: "Yeah, you've got to find a balance. I mean, hell, everyone in the world would love to play all the time if they could but I guess when it comes down to it it's about who's going to buckle down. And Carmichael obviously took it to another level and that's sort of what the cliché thing is to do these days but it took me a few years to get it into my head that I didn't want to get beaten by Jeff Emig in the outdoor series anymore so I'd better do something about it."

"I just figured if I'm going to be at the race I might as well be the winner instead of just one of the

guys being there. Once I sort of wrapped my head around wanting to put the effort in and then once you get to the point where you can really win and throw your best at it and not feel like you need three days rest when you're done, it's a great feeling. Getting over the hump, feeling good, you just get psyched on it. Getting in shape is a great thing but I'm guilty too. It took me a while to get to it."

DBR: Another difference is that you probably have a lot more time to play now that you accomplished all that you did in racing instead of playing when you could've been winning and then ending up having to get a real job when you retire.

JM: "Yeah, that's true too. I think things are changing, especially with people getting new contracts, with the way that the economy is right now. It's not like it has been the last few years. Even a guy like Chad... I mean, Ricky hit it at a really good time and he was maximizing the amount of money he could make and I'm not sure that those guys can do that now so they'd better get to work, you know?"

DBR: Do you ever look at Chad Reed and James Stewart and think about if you were born 15 years later if you'd be able to beat them?

JM: "Hmmm... Well, it's the unanswered question that everybody has, right? It's one of those things that will never be answered. I mean, obviously I'd like to say 'yeah, of course I could beat them' but as a fan of the sport and as a fan with respect for those guys, I don't know. I've never seen anyone ride a motorcycle as fast as I've seen James Stewart ride a motorcycle. He's unbelievable. It's incredible. I don't even understand it sometimes. But that's why he goes down hard when he goes down."

DBR: That's not something you were really known for. You had a couple of crashes but it wasn't like we could count on it happening three or four times a series with you...

JM: "No, I know and that record he had until Seattle was pretty phenomenal. He'd won every race where he stayed on the bike and every other race he had lost he crashed. I guess certain guys like to ride – or sort of have to ride – on the edge and certain guys don't! Reed, I guess he just sort of figured out what it takes. He's done a fine job of stepping up his level of riding but he just can't quite get it done for the whole race, you know?"

"He has to try so hard to ride at Stewart's speed that I don't think Chad can do it for a whole Main Event. And it's hard to do! When Ricky came up to me I was trying to elevate my speed and I was just uncomfortable riding that fast! It's a scary thing. I've got to ride out of my comfort zone and that's a really crazy thing. Ricky did it a few times, actually. He had to elevate it again with Reed and then again with Stewart and he did a fine job of it. I had a hard time doing it when Ricky came up to me."

"Now, granted, I wasn't as in shape as I

Racer X's editors at large: He knows the sport and its personalities like few others and as our US Editor provides insight straight from the Stateside scene...

Steve Cox is an American moto-journalist who follows the entire AMA SXMX tour. Since moving on from US weekly Cycle News he's struck out on his own to do the freelance living and recently became one of

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probably needed to be but Ricky caught me by surprise because the two years prior to that he'd been in there and had been fast but not really outstandingly fast. Then, when he got in shape and leaned out and all that, he sort of caught me by surprise. He caught himself by surprise I would say."

DBR: I remember you making comments in the '90s about Damon Huffman being the next guy that was going to challenge you and then Kevin Windham but not a lot of people thought that short, redhead guy Ricky Carmichael – who was great outdoors – would become an indoor threat.

JM: "Yeah, well that just shows you how much heart and how much drive Ricky Carmichael has. I suppose I probably did reinvent myself a few times and didn't really notice but in the end I was older and it was harder to do and I wasn't as in shape... It was just one of those deals where the whole combination didn't work anymore."

DBR: You had most of a decade where you were hardly challenged so it's easy to understand why you wouldn't be worried about Carmichael or anyone else at that point.

JM: "Yeah, that's true and honestly, when you get to a certain point that you've won so much... I was winning for 10 years and then I was like 'whatever, I'm 32 years old and if I don't win anymore that's fine'... It's just kind of one of those things. You ask yourself 'am I still prepared to tear myself up day-in and day-out when I have a 21-year-old trying to beat my ass out there?' and at some point you become sort of content."

DBR: James has said that he's going after your record. Did you hear about that?

JM: "Yeah."

DBR: What do you think?

JM: "I don't know. I think he can do it but I don't know. It'll be a bummer if he does but..."

DBR: There's still that competitive part of you, right?

JM: "Yeah! I don't want him to do it! But believe me, he's an impressive guy to watch ride and all of that stuff but every time he doesn't win a race, I'm not sad about it."

DBR: The other thing about it is that even if he gets 72 wins – or 73, I guess it would have to be – that doesn't mean that he'd necessarily have seven supercross titles...

JM: "Yeah, that is true. I guess in a lot of ways watching him is probably sort of like watching me when I was coming up. There aren't a lot of people challenging him and if Reed suddenly decides he doesn't want to race or something, Stewart's going to get my record easy because there's no-one else that can compete with him."

DBR: Talk a little bit about the truck racing you've been doing. How has that been going?

JM: "It's good. It's been going really well. Last year, gosh, I was so close to winning. I was in a position to win a few times and got flats so it's kind of a bummer but I'm getting really close. Me and RJ [Rick Johnson] are battling all the time and I'm super, super close to winning. Now, this year, I signed on with a different team – the Monster

Energy/Toyota factory team – and I'm really psyched about it.

"Our season starts two weeks after the Las Vegas SX on May 16th. It's called the TORC series, which stands for The Off Road Championship series. I'm excited about that. I think it's going to be a good year. And I was a little bit shaky because CORR – which is the series I had been racing – sort of went belly-up over the latter part of last year and I didn't know if I'd have a ride or not. It really worked out good for me. Now I've just got to win."

DBR: Is it a good outlet for your competitive drive?

JM: "Yeah, it's amazing. It's so fun and it's so challenging. It's sort of like riding a dirt bike on a track. Driving a truck on the track is the same thing. The differences are the horsepower and the weight and the four wheels but I really figured out through this process that I'm a dirt guy. I did the NASCAR thing a couple years ago and I was messing around with that and I did some pavement stuff before but it really doesn't matter what it is as long as it's in the dirt. Driving an off-road truck is so fun, man! It's so fun."

DBR: It seems like that would be a good sport for X Games or something...

JM: "Yeah, that's what I think! I think they need a purpose-built truck that's a little bit smaller than what we're running – maybe running V6s – because we run V8s and they're like 800 horsepower. You're slipping and sliding all around out there. I'd never felt power like that before. It's exhilarating, for sure. But yeah, it would be bad to have a purpose-built truck for X Games and put

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like Travis [Pastrana] and myself and some other athletes in there. That'd be really cool. The problem is how do you do all of that at the Home Depot Center? I don't know, it just seems weird. The event would be sweet but I think with rally they have their hands full. Maybe someday..."

DBR: You could probably do rally if you gave it a little effort...

JM: "Yeah, I probably could. I probably could. I don't know."

DBR: I mean, Dave Mirra can do it!

JM: "Can he do it? I saw him drive, he can't really do it. I mean, he can sit behind the wheel, okay, I'll give you that but can he do it? Not really.. At least to this point he hasn't shown that."

DBR: But what a motocross and supercross guy has, though, is that seat-of-the-pants feel which would translate to those rally cars pretty well.

JM: "No, I think I could compete with those guys and it'd be fun, yeah. Travis is great at it and I think moto guys have a little something special when it comes to all the stuff that it takes to be a racer. It's a different sport. I think motocross and supercross are so hard that when you go to do other stuff it just seems really easy, you know?"

DBR: Yeah, it's like you start stripping away skills that you don't need anymore that you already have from supercross and motocross and then stick to the ones that you need. You've got all of them, it's just a matter of isolating the ones that actually translate to what you're doing.

JM: "Yeah, exactly. It would be kind of fun to drive a rally car, whether I'm racing or not. Me and Ken Block are going to go and try to do some video stuff here soon. He has a video of him tearing up an airport in his rally car. Well, we want to race my truck against his car so we want to put some stuff together and do some trick s**t pretty soon here."

We've just got to get it so both our cars are in the same place. Mine's in Wisconsin and his is out here."

DBR: How do you see your next few years? Are you going to keep testing and stuff for Honda?

JM: "Yeah, I value my relationship with all my sponsors and Honda is very important to me. All of them make it possible to do what I do today and I signed a two-year deal with Honda for '09 and '10 so my deal's the same for this year and next year."

"All of my other sponsors are sort of the same so as far as I can see I'm going to be a behind-the-scenes guy with Honda and try to do my fun little races like X Games and Mammoth and I'm still riding a bunch and I'm trying to keep my butt in shape. Then I have a two-year deal with the trucks, too, so I'm feeling fortunate."

"I'm still working and having fun and not killing myself. I don't have to work a regular job so that's good!"

The title battle between Chad Reed and James Stewart has got increasingly bad tempered



GETTING DIRTY!

AS THE CHAMPIONSHIP GOES DOWN TO THE WIRE, TEMPERS FLARE BETWEEN CHAD REED AND JAMES STEWART

The battle for supercross supremacy rolls into a city named after a man responsible for illegally attacking the Spanish who occupied Florida at the time – Jacksonville, named after Andrew Jackson – and it's a fitting host city for a battle so passionate and polarizing.

On one side we've got defending champ Chad Reed of the Rockstar/Makita Suzuki team and on the other side there's 2007 champ James Stewart of Reed's '08 San Manuel Yamaha team. Even though Stewart has nine wins coming into Jacksonville, he trails Reed by eight points due to a DNF at round one and a first-turn crash at Daytona.

Reed grabs the holeshot to start the Main Event in Jacksonville and Stewart is quickly into second place. Stewart has never been short on speed but in Jacksonville he has a tough time getting around Reed. For more than half the race Stewart is stuck. Even when Stewart gets around Reed, Reed is quickly back by. Things begin to get heated, though, as Stewart finally makes a pass stick on Reed and as Reed rides back up the left side of Stewart, Stewart cuts over on him off the face of a triple jump. The two nearly collide. Heading into the next turn, Stewart continues over on Reed and the two collide, both nearly falling.

Reed gets his bike's front end twisted in the collision and falls back while Stewart wins his 10th Main Event of the season, moving to within five points of Reed in the title chase. Not happy, Reed pulls up alongside Stewart after the chequered flag and grabs him by the nape of the neck, screaming at him. The jawing continues on the podium and the hatred deepens.

To understand this a bit better you need to understand the history between these two riders. Chad Reed first moved to the USA for the 2002 season where he rode a

YZ250F for the Yamaha of Troy team and 2002 was Stewart's rookie season on Team Kawasaki, riding a KX125. Stewart raced the 125cc Western Regional Supercross Championship in 2002, finishing second to Travis Preston after a few falls. Reed successfully won the 125cc Eastern Regional Championship but Stewart won the East/West Shootout in Las Vegas. Then the two headed outdoors where Stewart went on crazy winning sprees while Reed was frequently his closest challenger.

Then there was the Unadilla incident. In 2002 Reed went on record as saying if he could start with Stewart he could beat him outdoors. At Unadilla in the second moto with Reed in second, leader Stewart slowed down and moved over, allowing Reed by for the lead – only to quickly pick the pace back up, repass him and pull away to a massive victory.

Reed moved up to the 250cc class the following year while Stewart remained in the 125cc class until 2005 when he entered the 250cc class with a lot of hype behind him, proclaiming that on a 250cc motorcycle he could "jump the whole track". At the time Reed was the defending champion.

The two have had many run-ins since, largely due to Stewart's win-at-all-costs racing style. Then, in 2008, as Reed was playing hardball with his contract renewal following his second AMA Supercross title, his team owner/manager Larry Brooks turned to Stewart, signing Reed's biggest rival to his ride in 2009. Ouch!

The series goes into its first break after Jacksonville and it turns out Reed has been sick since St Louis, unable to keep down his food and losing a stone in weight. Then, the Wednesday before the series resumes in Seattle, Reed knocks himself out at his track. Very few people are aware of these facts coming into the race and both



Stewart and Reed get horrible starts in the Main Event with Reed on the ground in turn one. Stewart fights his way up to second by the finish while local boy Ryan Villopoto, on Stewart's former Monster Energy Kawasaki, takes his first 450cc win after missing the previous three rounds with a sickness of his own. The damage, though, comes with Reed's seventh place finish. Reed and Stewart leave Seattle with three points separating them but now Stewart's out front.

They head to Salt Lake City and Reed knows he has to win the race in order to even the series back up going into the Las Vegas finale. Reed does his part to start the Main Event, getting the holeshot while Stewart works his way forward in the first few turns to sit second. Reed is obviously feeling better and he holds off Stewart for half of the race, even repassing Stewart after the Yamaha rider gets by him at about the halfway point. With rain earlier in the day the lines in the turns are mostly wide and sweeping which gives Reed the perfect opportunity to run it up the inside of Stewart to repass him. After Stewart gets by him again a few laps later, Reed is banking on this knowledge that he has an inside in many turns to get Stewart back.

However, with about five laps to go and with Stewart out front and Reed still solidly on his tail, the two riders lap Stewart's team-mate Kyle Chisholm who moves over for Stewart but forces Reed wide. Then, after a rhythm section, it's Chisholm who uses the unused inside line to run up inside Reed, holding Reed up in a turn just long enough for him to lose touch with Stewart. So Stewart pulls away to victory while Chisholm is black-flagged, disqualified and excluded from the finale in Las Vegas for disrupting the leaders' race.

But Reed no longer controls his own destiny. Now six points behind Stewart, Reed must win the race and hope that Stewart finishes fourth or worse.

Reed's team-mate Mike Alessi gets the holeshot in Vegas but Stewart makes him look foolish in the whoops to take over the lead. Villopoto is quickly into second and Reed works his way up from a poor start. Reed passes Alessi for third but his team-mate – who made it clear prior to the race that he wasn't going to ride dirty to help Reed win the title – inexplicably passes him back momentarily. Not only is he not helping Reed, he's hurting him.

Meanwhile, up front, Villopoto is sticking to Stewart and passes him for the lead. Stewart pushes Villopoto for a while but Villopoto begins to pull away while Stewart slowly falls into the clutches of Reed. At about the halfway point Reed pulls up to Stewart's tail and Stewart pulls over on the inside of a sand turn, obviously slowing to let Reed by – but Reed doesn't fall for it. He sticks to Stewart's rear wheel, perhaps not trusting taking an outside line around Stewart or perhaps hoping to pressure him into a mistake.

Reed continues to chase Stewart for the next few laps and frustrated with being unable to force Stewart into a major mistake, Reed finds an inside line and shoves Stewart off the track around a fast sweeper that sits outside the stadium. Stewart doesn't fall though and Reed goes on to finish second to Villopoto. So Stewart wins the title.

"I won't take anything away from Chad," Stewart says. "He definitely stepped it up this year. We had our differences but at the end of the day I believe when it came down to it I was the guy that stepped up and I won it. Hat's off to him, he rode great this year – but the #1 plate's mine now."

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FINAL SERIES STANDINGS

SUPERCROSS

1	James Stewart	377 points
2	Chad Reed	373
3	Andrew Short	270
4	Josh Grant	237
5	Kevin Windham	236
6	Ryan Villopoto	233
7	Ivan Tedesco	226
8	Davi Millsaps	219
9	Mike Alessi	218
10	Josh Hill	146

LITES EAST

1	Christophe POURCEL	181 points
2	Austin Stroupe	148
3	Nico Izzi	119
4	Blake Wharton	118
5	Will Hahn	105
6	Brandon Jesseman	105
7	Matt Lemoine	95
8	Matt Goerke	94
9	Daniel Blair	85
10	Darryn Durham	82
11	Steven Clarke	82

LITES WEST

1	Ryan Dungey	178 points
2	Jake Weimer	173
3	Ryan Morais	166
4	Justin Brayton	119
5	Chris Blose	110
6	Trey Canard	99
7	Ryan Sipes	89
8	Jeff Alessi	70
9	Dan Reardon	67
10	PJ Larsen	62
16	Adam Chatfield	41

LITES SHOOTOUT

1	Christophe POURCEL
2	Ryan Dungey
3	Trey Canard
4	Jake Weimer
5	Austin Stroupe
6	Ryan Morais
7	Justin Brayton
8	Jake Moss
9	Will Hahn
10	Brock Tickle

Christophe POURCEL wins the East/West Shootout ahead of Ryan Dungey



SHOOTING STARS!

POURCEL WINS EAST V WEST SHOWDOWN

With the Lites East title already decided before Jacksonville, champion Christophe POURCEL's win there is anticlimactic – as is Rockstar/Makita Suzuki's Ryan Dungey's title run in the Lites West as he wins Seattle and needs only fifth or better in Salt Lake City to win the title. He finishes fourth, wins the title and heads to Las Vegas where he is to meet up with POURCEL.

The last East or West champ to win the East/West Shootout was James Stewart in 2004 and prior to that it was Pro Circuit Kawasaki's Nathan Ramsey in 1999. In other words, to be a champion in Las Vegas almost makes you an underdog. And this is something that Dungey knows all too well, having lost his 2007 and 2008 title runs only to go out and win the East/West Shootout each time. Now, heading into Vegas with the #1 plate on his bike (along with POURCEL), he is looking for his third win in a row – unprecedented in Shootout history.

Living up to the odds, GEICO Powersports Honda's 2008 East champ Trey Canard takes off with the early lead, passing his team-mate Blake Wharton on lap two. For the next 12 laps he pulls away from POURCEL in second and Dungey in third at the rate of about two tenths of a second per lap. However, with just two-and-a-half laps left to run, Canard takes a new line in a turn to pass a lapper and spins out, losing all of his drive and failing to jump the track's second triple.

Both POURCEL and Dungey go by and the two champs battle it out for the East/West title. However, Dungey loses almost a second a lap in the second set of whoops and although he makes that time back up on the rest of the track he can't get close enough to POURCEL to make the pass.

POURCEL takes the victory followed by Dungey and Canard with POURCEL's three team-mates – Jake Weimer, Austin Stroupe and Ryan Morais – rounding out the top six. The win also marks Pro Circuit's first win in the event in a decade.



Canard gets the early lead in Vegas



Trey Canard tops the podium in Salt Lake City



Ho ho! It be a little leprechaun so it be!



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"If you don't get away with the top three of five, you have lost 15 seconds or so by the end of the first lap, not to mention getting filled in with roost and having to pass a lot of other crazy fast riders". *Shaun Simpson*

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SPEAKUP!

IF TEAMS AND RIDERS WERE A LITTLE MORE HONEST AND OPEN THEN MAYBE THE FANS AND MEDIA WOULD CUT THEM SOME MORE SLACK...

Words by STEVE MATTES Photo by STEVE COX

The sport of motocross is a strange one to be sure. Often times you can watch a baseball game and feel pretty confident that you can review a player's performance fairly and accurately. What you see out on the field is what it is – either the player hits the ball or he doesn't. If the player is hurt and battling something significant the announcers let us in on it and we cut him some slack for his performance or think that he is awesome for fighting through something.

Not so in motocross. We don't have extensive media coverage and the teams are not an open book for all of us to read. We don't know what the rider's going through with his body, we don't know if the bike wasn't working or was on the verge of breaking. We in the media have to guesstimate what we think is going on with a rider or team.

Think about this – how many one-on-one interviews do you see on ESPN.com? Yet you click on any moto site you want and there is the athlete telling us the fans what is going on with him and his bike, his season – whatever. We have to just believe him when he says he's hurt, there's no team physician or whatever telling us what's up. And the flipside is true also – if no-one tracks down a rider then we don't know the reason for his big fade or, even worse, no show.

For example, if you went to Toronto and watched the 450 Main Event you saw Andrew Short grab third place and stay there for about half the race before fading badly to the back. It was a performance that you wouldn't normally see out of Andrew and had to have made some of the 30,000 fans question what in the hell was wrong with Andrew. I can guarantee you that some fans thought he was out of shape, some thought he had no heart and was just riding for a paycheque while some

others were sure that he just didn't have it on this night. Actually, none of those were true as during the first practice Andrew tore his tricep muscle and was in pain the whole night. When he got into third he knew he couldn't sustain it and was hoping to limit the damage the best he could. After all, he was in third in the supercross series and there's a nice bonus for that. He had to race, it was that simple.

How many people knew that in the stands and even in the media? I can guarantee you not very many. If you follow the message boards there was a little blurb on there but it was relegated to the second page very quickly. After all, there was Jason Lawrence and conspiracy theories to talk about! My point isn't to toot my own horn because I did some digging and wrote about it in my 'Observations' column on Racer X, the point is that it's too bad our sport isn't more forthcoming in its information.

The riders don't want to show any weakness and the teams often times are kept in the dark by the rider because A) he doesn't want to miss races and not get that contract next year or B) the trainer tells him to keep it quiet because it's none of the team's business. There is a prominent 450 rider right now that is in and out of the races because he's battling an injury. He really shouldn't be out there and his results show it but his team is pressuring him to ride and he needs a deal for next year. If you back down the team will not want to hire a pussy to ride for them next season.

We get our information about the riders from the riders themselves and that seems a little backwards to me. We should have an open and honest flow of communication from the teams about what the riders tested that week, what's hurting and how everything is going with the team. More information is power to the media and makes them want to write

about what is going on. The buzz would escalate and we would see the results that coming weekend.

Look at road racing. They tell you they went for a tyre test, they tell you what special parts they are trying and when something blows up or a rider is on clearly inferior tyres or bike. So they tell the media and nothing happens – there's no burning on the cross of the rider or the tyre company, everyone just acknowledges it and moves on.

In our sport the Bridgestone tyres are generally accepted as being a superior tyre by everyone that's either riding with them or has ridden with them. Look at all the top teams and riders using them and trust me when I say it's not about the money. Bridgestone's budget is nothing compared to Dunlop's. There's also Pirelli and they are a ways off in regards to a supercross spec tyre. Yet there's nothing ever said about anything – maybe we should be praising the ride of Ben Coisy of the Motoconcepts team with his Pirelli Honda CRF450 and the fact he's in 15th in the series points with tyres that I guarantee you are not as good as the guys to his right and left on the gate. Again, it's no slam on Pirelli – they have world championships up the wazoo and make a fine tyre for anyone of us. It's just that at the highest of skill levels the tyres (especially front) are a huge factor. If we were road racing we'd be saying that Coisy is doing fantastic with a privateer Honda and Pirelli tyres. But instead no-one is talking about Ben at all.

I guess what I'm calling for is more transparency from the teams and riders to let the fans and media chatter among ourselves about the racers and machines. The old adage that the worse thing people can say about you – or your sport – is nothing at all applies here.



GET FRESH!

NOW SPRING IS HERE IT'S TIME TO SPEND LESS HOURS IN THE GYM AND MORE IN THE FRESH AIR OF THE GREAT OUTDOORS...

Words by Alan Milway

There seems to be a changing of the guard at the moment – winter's slung its hook and spring's sprung. And with it comes more regular riding and racing as the season gets into full stride. Longer, lighter evenings also add to the motivation to ride.

It's also a time when people realise the physical effort it takes to ride their bike. A stark reminder is when you're excited to ride on a beautiful day but end up spending most of it at the side of the track trying to get your breath back or waiting for the arm-pump to subside. But the inspiration is there – and with it comes motivation.

It's a lot easier to motivate yourself to do some training when the sun's shining and you're regularly riding. However, a lot of people really don't like being stuck inside when the weather is so nice and in this time of the credit crunch a gym membership can be an added extra too far.

So how can we make the most of the long evenings and sun on our backs? Training outside is fantastic as there's some real achievement to be had and it's often much more enjoyable than being forced inside by dark, wet days. The main problem comes when trying to plan suitable exercise that will benefit motocross or enduro riding. Which exercise is best? How long should I do the exercise for? Do I go flat-out or pace myself? How can I do strength training if I'm not in the gym? Fear not – I've put together a guide to help you focus your training but still make it as fun as possible!

RUNNING

This is the easiest exercise to start with as all you need is a pair of trainers to get out of the door. Pick a loop that keeps you off the roads if possible and consider a country park or bridleway to keep it interesting. Don't be too ambitious to start with but try to have a run that lasts for AT LEAST the duration of one moto. However, don't try to go at full pace – a steady, constant pace to start with will let you build up the duration and only when you have a good duration of constant running should you try and push the pace.

Novice tip: Take regular 'walk breaks' to allow you to complete a slightly longer loop. As you progress, cut out one walk break each week until you can complete the whole thing at a run.

Advanced tip: Once your duration is above 35 minutes for a run, try varying the speed of running – increase the pace between lampposts or up hills and then return back to a steady speed. Add three or four high-speed bursts of about one minute into your run to raise your heart rate close to maximum.

CYCLING

This is another great exercise that gets you outdoors and will allow you to cover a much greater distance. You generally don't feel the same muscle stiffness the morning after and it's a good starting point to any training plan. There are now lots of well maintained MTB trails on Forestry Commission land which are not only great fun but also a good test for skill and fitness. Road bikes will allow further distances, more efficiency and an easier way to monitor pure performance.

However, mountain bikes are often more enjoyable and require short, hard bursts of energy to get up the steep climbs so are worth considering.

Novice tip: It may sound stupid but make sure your saddle height is correct! Your leg should be close to straight (but not straight) when fully extended. This will make things much easier and give you a much better workout. Too many people get this wrong and it really is like falling at the first corner.

Advanced tip: Head to one of the mountain bike centres and try one of the longer loops. There are centres all over the country and while 15 to 20 miles might not be too hard on smooth roads, with steep climbs and tight singletrack paths these trails will be a great challenge for skill and fitness!

STRENGTH TRAINING

Upper body exercise is very important for motocross and it's not difficult to add elements of this into a run – press-ups, chin-ups and sit-ups can all make a difference if done properly and it is surprising that more people don't do these exercises regularly.

Try to find a trim trail – there are often trim trails in parks which have apparatus at the side of the path which allow various exercises with things such as monkey bars, poles to climb, sit-up benches etc. You can then stop off at these when running and perform these exercises before continuing.

If you don't have access to a trim trail, find a bench to put your feet on for press-ups, sit-ups and to hop onto. Hop with two feet straight up onto the bench, drop down and repeat. This might seem easy but included in a run and performed 10 times will be tough! Chin-ups are also very valuable and worth doing so it's worth finding a bar to do this, a (strong) tree branch or by buying a chin-up bar for the doorway.

Novice tip: Make press-ups and chin-ups a weekly challenge. These are some of the most effective exercises for strength and can really offer benefits. They are not just for PE lessons so set yourself weekly targets!

Advanced tip: Make a trim trail session your 'hard' session during the week. Find a park or land to plan a circuit and link a hard run with three sets of 10 repetitions from the following – dips, press-ups, chin-ups, sit-ups and bench hops. Perform one loop at a hard pace, do one of the exercises, then do another loop before repeating another exercise. This will form fantastic 30-plus minute training sessions that will leave you tired but are very good as preparation for racing. And add some competition by racing a friend!

CONCLUSION

Now the weather is getting better don't feel as though training needs to be in a gym. Getting outside for some fresh air after work is a great way to forget the stresses of the day and goes a long way to making your riding better. Simple exercises are ideal to start with and are easy to fit into the day. If they are easy to fit in you're more likely to do them. Then come the weekend you'll be focused on railing that next berm, not just praying you'll make it that far... |



MEDICALMILWAY

Alan Milway is a qualified sports scientist who runs MX Fitness specialising in training motocross and enduro riders. For more information on how Alan can help you train go to his website www.mxfitness.co.uk or call him on 07810 827427





PREP SCHOOL!

IF YOU'VE GOT A PROBLEM, DON'T KNOW WHAT TO DO,
WRITE IN TO GEOFF WALKER, HE'S GOT HELP FOR YOU...

Words by Geoff Walker Photos by still-mx.co.uk

SSSSSSHUTIT!

Hey Wakka!

I have a two-stroke Yammy two fifty and myself and my friends have a small piece of land to ride our bikes on during the week. I want the bikes to be as quiet as possible as we don't want to piss anyone off when we ride. When I say quiet I mean very quiet. Is this possible?

Wayne, via email

It is indeed very possible to make your smokin' smoker very quiet indeed. There are a few manufacturers out there who are dialling into the need for quiet bikes to keep our riding areas open and operational. This is a sore point with me as there are way too many assholes running with loud pipes and it is quickly killing every non-rider's patience if they live near a track.

Don't get me wrong, I'm all for the racers at the very top level of MX running with a higher noise level as I feel this can be accepted as there is usually only one GP in each country. The problem occurs with training tracks and local races not enforcing the noise limits. It's just my thought on the subject and it's good to hear you're taking responsibility for getting the noise down.

Anyway, enough of my personal wafflings! The newest silencer out there to ease the noise woes on your bike is from FMF. The new pipe uses a large four-stroke-like body and sweetens the noise level to the bike plus there's a positive smoothing to the power delivery of your bike. This can only be a good thing and it looks pretty trick as well!

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THARSHEBLOWS!

Dear Geoff,

I own a 2007 KTM 85cc Big Wheel which I've had for a year now. It's blown up three times since I've owned it. After blowing up after just 17 hours do you think I should change my big bore carb back to the standard KTM one? Are there any other solutions that may prevent my bike from blowing up so quickly?

Harley, West Sussex

I happen to have such a little beauty in my prep shop at the moment. The KTM 85s are like the GP bike of minis! They run at quite a high level of tune from stock so any other mods greatly increase the need for maintenance and risk of failure. Returning to the stock carb is probably a good idea as you are experiencing problems. Your main jet should be between 118 and 220 depending on where and what conditions you are riding in. If you are going to deep sand run with a 225 or as big as you can get away with.

There are a couple of very important rules to follow when working on the KTM 85. You must use new gaskets every time you remove the cylinder or any cover. I see so many of these bike leaking all over the place when gaskets are not replaced with new during treatment. The VHM head can be a good addition to the bike as the water jacket in the head is made to allow more efficient cooling for the motor. Just make sure you are not running your compression too high. I fit all the KTM's I work on with the thick base gasket as this has higher integrity for longevity between services.

The big-end bearing on some of the little weapons tends to 'heat up' after about 50/60 hours if the bike is being raced hard week-in, week-out so it's worth running with an hour meter so you know exactly when to get the big-end replaced.

Your bike relies on clean and well-prepped air filters. These little racers suck hard and they need a lot of clean air to keep them running sweet. The carbs are not sealed perfectly so make sure you drain the carb after every wash/race day as it will take some crud into the motor. Seal the throttle cable entry into the carb top with a couple of zip ties. I hope some of these tips help keep your little racing machine ripping young Harley.



WIN!WIN!WIN!

ISO2 SWAG UP FOR GRABS >>

Got a prep problem? Is your stroker sickly? Your four-banger bust? Or are you simply a short-arste struggling to secure your steed on its stand? Well help is at hand in the form of our tip-top tech and his top tech tips! Email Geoff with your technical teasers at geoffwalkerdr@aol.com Each month Geoff will answer a selection of readers' letters and each month our favourite will win an awesome ISO2 Nutrition products package – worth over £60 – plus a drinks bottle and drinks mixer. Check out the full range of ISO2 Nutrition products at www.iso2nutrition.co.uk

OLDUNFAITHFUL!

Hi Geoff,

I read your magazine cover to cover every month and I was wondering if you can help. I recently bought a 1992 YZ125 – when I bought it it was flooded so I cleaned out the engine and put a new plug etc in. Since then it has run for about two or three hours and about every 15 minutes it just dies and it needs a new plug. I was wondering if there was anyone else with these problems? People keep saying its the stator coil etc but I don't want to pay that kind of money and it not be the problem.

Thanks and keep up the good work!

Kevin, Falkirk

The YZ could be suffering from any number of problems due to its age. You must make sure the carb is clean, the air filter is not over oiled, you are using a B8 or 9EG NGK plug with a new plug cap and you must check your reed valve to make sure the petals are not cracked and broken.

If the reeds are broken the bike will load up with fuel and nail the plug. These checks are easy to carry out on your bike without too much expense but if the problem persists you will have to try to borrow a stator to test the bike with. It is possible to get your stator re-wound so it's back up to full power if that turns out to be the problem.

Good luck Kevin.

NEEDSPEED

Hi Geoff,

I wonder if you could give me some advice to make my '07 Honda CRF250 a bit quicker? I've got a budget of £400. I'm thinking of fitting a high-comp piston, hot-cams and uprated ignition,

Brian, via email

With your budget of 400 big ones I don't think you will get the ignition/piston/cam set-up for your weapon of choice. I don't know what level you are racing at but the Honda should not be too far away from fast enough in well-maintained standard trim.

I would probably go for a quality top-end re-build with new valves and piston to use up your budget and if you have anything left after that little lot – or you want to stretch your budget a little – then maybe pop a new clutch in the weapon, slip some new rubber on the rear of the puppy and go rip the holey at your next event!

WHISKY BUSINESS!

Mr Walker,

I hope you can help me. I am an off-road enthusiast and I am lucky enough to be involved with all aspects of motorcycle racing. I don't get to ride my bike very often and when I do I seem to lose control and get very over-excited which causes problems – quite often I ride well above my ability which can lead to me wiping out other innocent riders when I get a wee bit 'whisky' with the old right hand! Do you think my KX250 is a bit fast for me and how do I calm it down?

Steve, via email

I think your bike could do with a bit of calming down and also it sounds like you could do with getting out more! The KX250 is a beauty of a bike and for enduro style off-road I recommend running with an enduro tailpipe such as those available from DEP or FMF as these are the only ones I have tested. Also, try slipping an extra base gasket onto the motor to calm the weapon down a fraction.





PEDIGREE CHUMP?

HE MAY BE AN EXPERT ON HAIRY HOUNDS BUT HARE AND HOUNDS RACES ARE A WHOLE DIFFERENT KETTLE OF FISH SO LAWLESS IS FLAT-OUT PREPARING FOR HIS COMPETITION 'COMEBACK'...

Words by Sean Lawless Photos by Sutty

By the time this issue of DBR hits newsagents' shelves across the land it will be all over and I'll have (hopefully) finished my first 'competitive' – and I use the expression very loosely – outing on two wheels since the Transatlantic Challenge in Iceland back in 2005. This weekend's event is one of Dirtbike-Traxs' excellent three-hour hare and hounds races and, fingers crossed, as you read this article both me and the long-term WR250F will be in one piece and maybe even sparkly clean – although let's not get carried away...

The weeks leading up to this weekend have been pretty busy and in an effort to get bike-fit and gel with the WRF I've done more riding in the past month than I have over the last few years. First up was a visit to FatCat Moto-Parc where we were given

free rein on the race track for the afternoon. Being a dedicated athlete I'd prepared for the session by getting dramatically Brahms and Liszt the night before at a company leaving do and the drive over the Pennines was spent in near catatonic state as Sutty punished TranDawg™ to within an inch of its 2.2-litred life. At one point I even hallucinated that he was sending a text at speeds approaching 100mph...

Luckily, I'd already supped shipping quantities of ISO2 Complete Energy and Complete Recovery and this started to kick in as we pulled up at the track so it wasn't a completely wasted journey – although for much of it I felt completely wasted...

The race track at FatCat has more jumps than a gentlemen's weekend break in Amsterdam and was seriously hardpacked the

FANKS FELLAS!

THIS MONTH'S BUM-LICK BIT!

Following on from last month, more helpers have jumped aboard the good ship DBR.

So a big northern-shaped cheers to Martin Cravendale (www.fatcatmoto-parc.co.uk), the silver-haired gent that is Tony Bayman (www.bigx.co.uk), Tim (not Scott) Wadman (www.rushracing.co.uk), Dirtbike-Traxs (www.dirtbiketraxs.com) and Mark McCann (www.frosystems.com)...



day we visited, hardly my ideal choice of going. I struggle with jumps and polished corners with no berms but I still managed to put in three 20-minute sessions until I was forced to call it a day when I got hit by a side wind over one of the smaller tabletops and my arse nipped up with a clap that could be heard in Leeds. Still, I'd got in some solid time on the bike and also highlighted one shortcoming which, luckily, came with a quick fix.

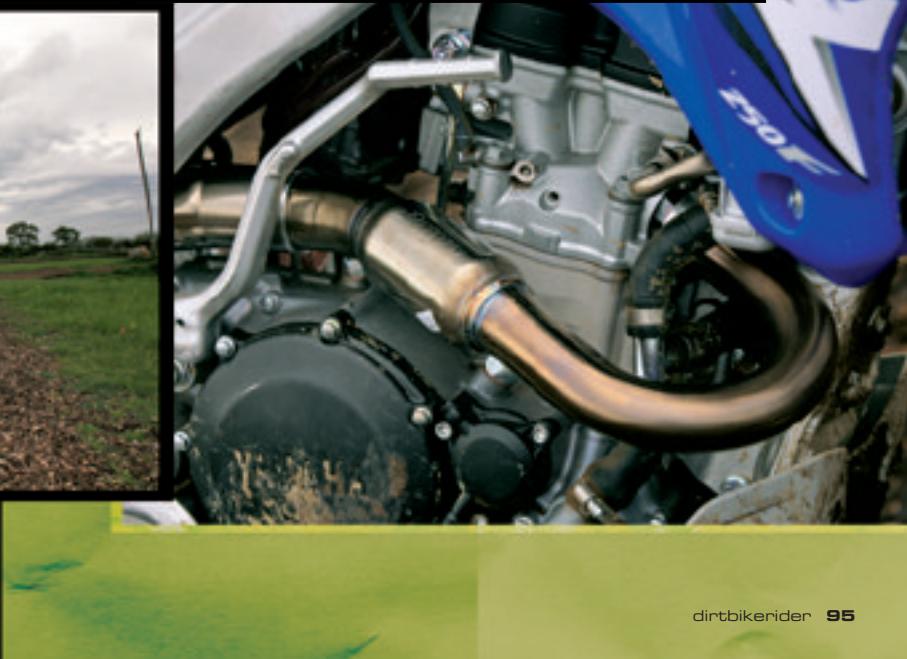
There was one little step-up jump out of a sweeping left-hand hairpin which no matter how hard I tried I couldn't carry enough corner speed to clear. Sutty also put in a few laps on the Yam and although he was keeping it lit through the turns he felt it was lacking a little snap here and there. So after a fortnight's jolly hols on my return I fired off a begging email to Scott Wadman at Rush Racing requesting some of FMF's finest aftermarket exhaustery, then sat back and waited. And waited. And waited...

After a week of silence I emailed Chi-Chi again and almost immediately got a reply, this time from his big brother Tim – the organ grinder to Scott's amazing dancing panda – who fixed me right up with a PowerBomb front pipe and Q4 tailpipe. Thanks Tim! Up yours Chi-Chi!

After a Saturday turning laps at Tony Bayman's Big-X facility near Chester I returned a few days later with Sutty and did a 20-minute session before we crisped up our fingertips removing the stock exhaust system and bolted the FMF goodies into place. It took less than 10 minutes – and that includes the time taken to fish out the two exhaust manifold-mounting nuts from the nether regions of a hot engine – before I was good to go again.

Strictly speaking we should have meddled with the jetting – Geoff Walker recommends going up on the pilot jet – but as neither of us were Boy Scouts in our misspent youths we were unprepared. So Sutty just increased the tickover a wee bit and back out I went. The difference was dramatic with much more *oomph* right the way through the range, turning the WRF from the bespectacled class swot into a Strongbow-sippin' ASBO kid – nothing to worry big, tough blokes but enough to compensate for my lack of corner speed when opened up exiting turns.

So with Gisburn on May 10 fast approaching we're almost sorted – all we need to do is slap on a new rear tyre as soon as a consignment of Blackrock rubber arrives from Fro System's Mark McCann, change the oil and follow Geoff's jetting advice.





PRO SHOW!

NEW SERIES STORMS OUT THE GATE IN LANDRAKE...

Words and photo by JP O'Connell

It's always exciting to be part of something new – as long as it's not a jail term or a drug trial for stuff that makes your head swell up – and the MCF's Red Bull Pro Nationals is certainly box fresh.

Kicking off in Cornwall at the excellent Landrake, the format for the day differs from the British championships in that the MX1 and MX2 classes race together, resulting in two podiums from one race. Pro qualifying is split into two groups with the top 20 from each making it through to the points-paying Pro 1 finals and the top 10 from each qualifier also seeded into the two-lap Proppa.com Van Slam crowd-pleaser.

As the gate hits the deck in the first Pro race it's MVR-D Suzuki's Carl Nunn out of the gate and into turn one like a scalded cat with STR Honda's Jordan Rose and Relentless Suzuki's Scott Columb lining up behind him. Nunn is flying and starts gapping the field, quickly building up a six-second lead over second place while further back team-mate Matiss Karro and MAR Racing Honda's Pascal Leuret are tearing through the pack after poor starts.

With two thirds of the race in the bag Nunn starts to drop off the pace allowing first Columb and then Leuret to pass him. Nunn isn't finished, responds and ups the pace to close right back up to Leuret's rear fender. But it's a little too late as the 25-minute plus one lap race closes out with Columb taking the win ahead of Leuret on his MX2 machine.

In the second of the Pro races it's none other than MOTO/Twisted 7 Honda's Bryan MacKenzie stretching the cable and leading the pack up the start straight ahead of Jordan Rose and James Noble. MacKenzie manages to keep out front until the fourth lap when Rose puts a pass on him, only for Rose to drop it a few corners later allowing a freight train of riders to pass him. Noble puts himself at the pointy end of affairs and opens up

a small gap over Nunn and Columb but it's the fast Frenchman Leuret who is again on the charge. As the race winds down Noble is able to cruise for the last couple of laps while behind him Leuret passes both Nunn and Columb to again put his MX2 bike into second ahead of a whole host of MX1 machinery.

The idea of the MX1 and MX2 bikes racing against each other isn't entirely new and as Pascal Leuret shows – and as I keep telling my missus – it's not so much what you have but what you can do with it.

"In the second race I made a better start, on the 250 it is not so easy as it is uphill," says Pascal. "I made a big mistake on the downhill jump, my bike bogged, I nearly went over the bars and I really hurt my shoulder. After maybe 10 minutes the pain went down a bit and I tried really hard to catch James so it was good. In the first race I had a really bad start – maybe 15th – and I managed to come back. It was good – a really good weekend – and I'm really happy to win as it's been a long time since I won something."

As with most new things there are bound to be teething problems – look at the MX1 podium pictures and you will see Kiwi Columb on the top step when in fact the overall should have been awarded to Carl Nunn due to his better finish in the second race. Nunny ain't bothered though...

"Yeah, I hadn't even realised myself!" he laughs. "I had a good start in the first race and pulled a bit of a gap before I just hit a wall, my arms were so pumped I could barely hang on. In the second race I didn't get such a good start but came through well into second behind James – I pushed as hard as I could but every time I seemed to make some time then I would lose it again."

"I have to admit that Leuret caught me off guard – he seemed to come out of nowhere – but he was riding excellently."





KTM UK's Alex Snow is about as local to Landrake as they come

PROPPA CLEVER!

VAN SLAM >>

Originally planned to be called 'Ruck for a Truck' (skills Perrett!), a quick rethink and some intelligent input results in the awesomely entitled **Proppa.com** Van Slam – a two-lap crowd-pleasing sprint for a seriously sweet prize.

The idea is simple – at each round the 10 fastest men in each pro qualifying group bash bars for points and at the end of the year the top scorer drives away in a fully tricked-out, pimped-up van for the 2010 season.

The holeshot first time out goes to grizzled veteran Mark Eastwood on his two-stroke Honda. Sadly, the two-stroke's glory is relatively short-lived as the battle for the win ends up between MVR-D team-mates Noble and Nunny with Noble taking it by a nose.



Carl Nunn tops the MX1 standings – even if he doesn't realise at the time

RESULTS

RACE 1 >>

- 1 Scott Columb
- 2 Pascal Leuret
- 3 Carl Nunn
- 4 Matiss Karro
- 5 Michael Phillips

Relentless Suzuki

- MX1
MAR Honda
MVR-D Suzuki
MVR-D Suzuki
DB Racing Honda

RACE 2 >>

- 1 James Noble
- 2 Pascal Leuret
- 3 Carl Nunn
- 4 Scott Columb
- 5 Matiss Karro

- MVR-D Suzuki**
MAR Honda
MVR-D Suzuki
Relentless Suzuki
MVR-D Suzuki

MX1 OVERALL >>

- 1 Carl Nunn
- 2 Scott Columb
- 3 Alex Snow

MX2 OVERALL >>

- 1 Pascal Leuret
- 2 Matiss Karro
- 3 Michael Phillips



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JOHNNY BRAVO!

AUBERT REMAINS UNBEATEN AS THINGS GO FROM BAD TO WORSE FOR KNIGHTER IN THE GP OF ITALY

Words and photo by Jonty Edmunds

Johnny Aubert is the fastest 'off-road' racer in the world today. Okay, so he hasn't taken on the States' top GNCC and WORCS riders to prove his global #1 status but given his continued red hot form at round three of the '09 WEC series in Sardinia there's no questioning Aubert is a man on top of his game.

Once again putting his all-out riding style to good use, the Frenchman sails through the latest round of the world championship to remain as the only unbeaten rider in the championship so far. Never troubled by his E2 class rivals and despite covering his man-tackle in petrol on day two after losing a fuel cap, Aubert secures two more dominant wins to move 42 points clear at the head of the E2 class.

"I don't know what to say," comments a clearly thrilled Aubert after delivering two more winning rides. "Everything went well again for me. I made some small mistakes but that's normal."

Aubert's continued success comes as little surprise but the big news in Iglesias is the return to form – of sorts – of Juha Salminen. Finishing on the podium in third on both days, the seven-time world champion pulls out all the stops aboard his BMW and quickly puts himself back in the hunt for the championship runner-up position.

Husqvarna's stroker-mounted Pole Bartosz Oblucki claims his best result of the championship so far with a solid runner-up result on day one before Husaberg-mounted Swede Joakim Ljunggren positions himself on the second step of the podium on day two. "I don't think I've ever been so pleased with two third place results," comments Salminen.

Expecting to find his closest championship rival Simone Albergoni hard to beat in Sardinia, Mika Ahola claims his second double E1 class win of the season and does so in dominant style. Although his winning margins aren't the biggest they've ever been – 45 seconds on day one and 25 on day two – Mika shows his true colours and finishes the second day's competition as the fastest rider in the event. He even beats Aubert!

"I was really expecting Albergoni to be hard to beat here. He was fast but everything went well for me. The enduro test was really hard but a great test. I hope I can continue to ride well through the summer races now."

With Ahola's double win taking him further ahead in the E1 championship standings, next up is his home round of the championship where the Honda rider will almost certainly edge further ahead. Third in the standings behind Albergoni is Antoine Meo who,

thanks to yet more determined riding, puts Husqvarna in the mix with Honda and KTM at the top of the E1 championship.

Hoping for better results in Italy following his near disastrous start to the championship, David Knight is determined to return to his winning ways in Iglesias but has his worst WEC event ever and fails to finish either day. "I just can't get the bike working the way I want it to," explains Knight. "Everyone in the team is working hard to fix the issues but I crashed hard on the enduro test. That was it for day one."

Restarting on day two, it's not long before Knight is sidelined once again and seriously cheesed off with his start to the '09 WEC series. But while Knight finds himself down in 10th position in the E3 standings, two riders – Frenchman Seb Guillaume and Spaniard Ivan Cervantes – have plenty to be happy with.

Seb tops the opening day's competition in the E3 class to give Husqvarna much to be happy about while Cervantes, thanks to victory on day two and a third on day one, heads home from the GP of Italy holding onto a strong 18-point championship advantage.

"I lost a few points in the championship standings but I'm pleased with my weekend," explains KTM's best performing E3 class rider. "The conditions didn't really suit me so I knew that I would have to work hard for good results. On day one I wasn't fast enough. On day two I managed to win again."

With Ivan and Seb sitting at the top of the E3 championship standings Gas Gas-mounted Christophe Nambotin isn't far behind in third while defending class champion Samuli Aro's third place finish on day two sees the Finn hold fourth.

Hoping like Knight to turn his WEC fortunes around in Sardinia, Tom Sagar again suffers bad luck as eighth on day one is followed by a DNF on day two when his tyre comes off the rim.

Thankfully, the GP of Italy isn't all doom and gloom for the Brits. Si Wakely claims a top 10 finish in the E2 class on day one before a derailed chain prevents him from finishing higher than 15th on day two.

But the best British result comes from Irishman Philip McLaughlin in the Enduro Junior class. Not quite able to match the pace of the fastest EJ riders on the enduro special tests in Portugal and Spain, in Italy the TM rider finds his rhythm in no uncertain terms and claims fifth – his best ever WEC result.

"I'm thrilled. The pace is fierce in the junior class and round by round I've been getting closer to the riders at the top of the class. In Italy everything came together for me on the enduro test which made all the difference."

Seb Guillaume holds a storming second in E3



SERIES STANDINGS

ENDURO 1 >>

1	Mika Ahola	Honda	147 points
2	Simone Albergoni	KTM	131
3	Antoine Meo	Husqvarna	120
4	Thomas Oldrati	KTM	104
5	Fabien Planet	KTM	86
6	Eero Remes	KTM	85
7	Julien Gauthier	Honda	81
8	Marc Germain	Yamaha	75
9	Marc Bourgeois	Husqvarna	71
10	Felipe Zanol	Yamaha	59
16	Greg Evans	KTM	22
20	Aston Bird	Husqvarna	7

ENDURO 2 >>

1	Johnny Aubert	KTM	150 points
2	Joakim Ljunggren	Husaberg	108
3	Cristobal Guerrero	Yamaha	106
4	Bartosz Oblucki	Husqvarna	104
5	Alessandro Belometti	KTM	100
6	Juha Salminen	BMW	99
7	Rodrig Thain	TM	84
8	Simo Kirssi	BMW	70
9	Valtteri Salonen	Husaberg	60
10	Oscar Balletti	Honda	58
15	Si Wakely	Husqvarna	32

ENDURO 3 >>

1	Ivan Cervantes	KTM	145 points
2	Seb Guillaume	Husqvarna	127
3	Christophe Nambotin	Gas Gas	120
4	Samuli Aro	KTM	116
5	Marcus Kehr	KTM	90
6	Fabio Mossini	Honda	88
7	Marko Tarkkala	BMW	77
8	Rudy Cotton	Beta	60
9	Alessandro Botturi	KTM	45
10	David Knight	BMW	45
12	Tom Sagar	Husaberg	35

ENDURO JUNIOR >>

1	Oriol Mena	Husaberg	147 points
2	Jeremy Joly	Honda	127
3	Benoit Fortunato	Yamaha	87
4	Mirko Gritti	Beta	72
5	Victor Guerrero	Yamaha	68
9	Phillip McLaughlin	TM	55
24	Ashley Wood	Gas Gas	13
26	Gavin Houson	Husqvarna	10



Former GP motocrosser Johnny Aubert remains unbeaten in the E2 class

DOUBLE TOPS!

KARRO AND ANDO BOTH GO 1-1 AS THE BRITISH CHAMPIONSHIP ARROWS ITS WAY TO THE SUPER-TOUGH BRAMPTON CIRCUIT IN THE WILDS OF CUMBRIA. GOOD EH!

Words by Sean Lawless Photos by Sutty

Ooooh, controversy!" So sang pint-sized pop pixie Prince on his hit song 'Controversy' and although the controversy he was singing about was a different controversy, he could well have been singing about the controversy surrounding round three of the Maxxis British MX championship at Brampton in early May.

The aforementioned controversy centres around the MX2 class where MVR-D Suzuki's Latvian whipper-snapper Matiss Karro nails two commanding wins on the Cumbrian track that's tougher than a Carlisle barmaid. So commanding are his wins – the first by over four seconds from KTM UK's Jake Nicholls and the second by 10 seconds from the Reverend's team-mate Stephen Sword – that there's a suspicion that his engine could well be, er, a little on the large size.

A protest is lodged by KTM UK, the Suzi is stripped and measured and all is found to be in order so the baby-faced Baltic Bullet gets his 50 points and – more importantly – gets to keep his trophy. "That was a good race and I like the track," says the typically sand-loving Latvian, the 2008 world junior champ. "I feel really good. I was ready when the gate dropped and my bike is so fast. It has been an awesome day."

Although Roger Magee's KTM UK squad doesn't get a man on the top of the podium it's still a good day for the boys in orange with Swordy and Nicholls second and third overall with 3-2 and 2-3 cards. Graeme Irwin also shows his potential with a mega charge through the field in the first moto from near last to fifth and briefly leads race two. And with Shaun Simpson sidelined with a broken leg it also means three-time champ Swordy gets his mitts on the series leader's red plate.

"I didn't feel like I rode my best today – I got a little bit of arm-pump in the first race and I wasn't using good lines," says Swordy. "We made some changes to the suspension for the second moto and that made things a lot better."

"Even though I didn't win getting the points lead today was good for me and I know I can

increase my lead in the series over the next few rounds because some of my favourite tracks are coming up."

Fourth overall on the day goes to PAR Homes Honda's talented teenager Scott Elderfield ahead of DB Racing's Neville Bradshaw and another up-and-comer in the shape of UTAG Yamaha's Mel Pocock. Martin Barr, Joe Dark, Irwin and Rickard Sandberg round out the top 10.

"No-one likes a smart-arse," my dad used to say before aiming a teeth-rattling thick ear in my direction but in last month's Brit MX wrap we said that with Brad Anderson's home track next on the calendar things were looking good for the PAR Homes Honda man. Well, we told you so!

Brad's done more laps of Brampton than I've had teeth-rattling thick ears off my dad and even though the track's been reworked for the Maxxis round he puts in a pair of killer motos to card the second maximum of the day and stretch out his lead at the top of the MX1 standings. Good work Bradley!

"It was a bit dodgy out there with backmarkers but we made it," grins Brad. "I wanted to win here last year but I crashed while I was in the lead, hopefully I've got that sorted."

Mark Chamberlain's MVR-D Suzuki team is having a bit of a stellar season and James Noble keeps the momentum rolling nicely along with second overall. Third in the opener behind KRT Kawasaki's Gareth Swanepoel, Noble goes one better second time out and gets to within a second of Brad at the flag. Third overall goes to Jason Dougan who survives an attack of arm-pump in the opener to card 4-4.

Defending champ Billy MacKenzie has another tough day. A first corner crash in the opening moto sees the CAS Honda somersaulting through the air but he gets straight back on it and salvages 10th before crossing the line third second time out which earns him fourth overall.

Behind Billy it's Kiwi Scotty Columb who leads home Swanepoel, Samsung Yamaha's Mark 'Moe' Jones, Zack Osborne, Bry MacKenzie and Kristian Whatley.



SERIES STANDINGS

MX1 >>

1	Brad Anderson	PAR Homes Honda	131 points
2	James Noble	MVR-D Suzuki	106
3	Carl Nunn	MVR-D Suzuki	91
4	Billy MacKenzie	CAS Honda	89
5	Gareth Swanepoel	KRT Kawasaki	75
6	Tom Church	CCM Racing	74
7	Scott Columb	Relentless Suzuki	74
8	Zach Osborne	UTAG Yamaha	66
9	Kristian Whatley	LPE Kawasaki	59
10	Jason Dougan	CCM Racing	58

MX2 >>

1	Stephen Sword	KTM UK	130 points
2	Matiss Karro	MVR-D Suzuki	114
3	Neville Bradshaw	DB Racing Honda	100
4	Jake Nicholls	KTM UK	99
5	Shaun Simpson	Red Bull KTM	90
6	Graeme Irwin	KTM UK	75
7	Scott Elderfield	PAR Homes Honda	73
8	Pascal Leuret	MAR Honda	69
9	Wayne Smith	Samsung Yamaha	68
10	Martin Barr	Relentless Suzuki	65



Latvian Matiss Karro is smokin' hot at Brampton in his beloved sand



UTAG Yamaha's US hotshot Zach Osborne fails to shine on the Cumbrian fellside

Wayne Smith gives it beans on what used to be his home track



Four rounds down and
Antonio Cairoli is setting
the pace in MX1



Shaun Simpson nabs the
holeshot in Bulgaria



Defending MX1 champ
David Philippaerts hasn't
had a stress-free start
to his '09 campaign

POWER AND GLORY!

WITH FOUR ROUNDS OF THE MX WORLD CHAMPIONSHIPS DONE AND DUSTED IT'S ANTONIO CAIROLI WHO PICKS UP THE PACE IN THE MX1 WHILE THE FRENCH – HAWHEHAWHEHAW – STILL HOLD THE FORT IN MX2...

Photos by Sarah Gutierrez and Magnus Andersson

The second round of the FIM MX world championship is held at the sun-baked Sevlievo circuit in Bulgaria – a race track that perennially favours the ferocious and fearless. The GP organisers proudly display signs proclaiming it's 'The Best Motocross Track in the World' and a plethora of circuit changes for this year's race make it even betterer – if that's possible (or even a word).

Conditions couldn't be any different from the opening round's slopfest as the temperatures soar and the track conditions are on the dusty side of perfect all weekend. But despite the rather differing conditions it's another Gallic display of domination in MX2 as the Frenchies hog the podium all day long.

In the opening gambit it's Marvin Musquin who takes his first ever world championship moto win on the NGS Honda. Marv attacks from the get-go to take an outstanding start-to-finish win ahead of series leader Gautier Paulin as pre-season series favourite Nicolas Aubin powers through the pack from seventh to third while Teka Suzuki's Xavier Boog follows a similar path from eighth to fourth position as the chequered flag drops.

Best of the Brits is Red Bull KTM's Shaun Simpson in eighth, Jake Nicholls finishes outside the points in 24th while Stephen Sword crashes early on a downhill, damages his bike and is back in the pits before he's had time to break out into a sweat.

Moto two for the MX2 boys is another French red, blue and whitewash as Steven Frossard makes up for a moto one DNF by scything past Simpson to take his maiden MX GP moto victory. Paulin powers to another second to extend his series lead while Musquin takes overall honours with a third place in race two. The win is especially sweet for Marv as it's not only his first ever MX2 overall GP victory but Honda's too!

After leading early doors Simpson starts a steady slip through the pack to end up seventh while Nicholls and Swordy both retire before the finish on their KTM UK machines.

In the MX1 division the Sevlievo spectators see a pair of epic clashes that are definitely well worth the entrance fee – no matter how many Bulgarian Lev it is. Just five seconds split the first four after almost 40 minutes of all-out action in the opening moto. It's the fast starting German Max Nagl who powers his factory Katoomer through the deep soil of the freshly rotovated start straight to take an early lead as all hell breaks loose on the first big tabletop.

The initial mistake is Gareth Swanepoel's as the South African factory Kawasaki star jumps on to the trackside hay bales before bouncing back into the middle of the circuit, narrowly missing GP returnee David Vuillemin and collecting Aigar Leok, Johan Carlsson and Youthstream onboard cameraman Loic Leonce in the ensuing carnage.

At the front it doesn't take Ken De Dycker long to move into the lead and once he's there the rock steady Belgian will not be headed again before the finish. Josh Coppins comes through to second while Nagl beats back Jon Barragan in their close race for third. World champ Philippaerts ends up fifth, red plate holder Tanel Leok's sixth and the very impressive Antonio Cairoli finishes seventh after coming through from a lowly 22nd at the end of lap one.

MVR-D's James Noble is best of the Brits in 14th, the CCM pairing of Tom Church and Jason Dougan take the last two points-paying positions while CAS Honda's Billy MacKenzie drops out mid-moto with technical problems.

Nagi yanks another holey in moto two and this time stays out front until the 13th lap before backing off the pace due to a hand injury and allowing Coppins and Barragan by. The Kiwi only holds a brief lead before the Spaniard blitzes by to take his first win of the year! Coppins hangs on to second though to take the overall – his first since June last summer – and Philippaerts heads home Cairoli as Nagl finishes fifth ahead of Leok and the Teka twosome Steve Ramon and De Dycker who now holds the MX1 series lead. MacKenzie's ninth, Noble's 13th while both CCM's fail to cross the line although that's down to rider problems rather than Boltonese engineering woes...

From the best track in the world the GP circus heads to what many call the worst. Sculpted from the soil found on a featureless plain on the outskirts of Istanbul, the Turkish GP is never gonna go down in the history books as a classic motocross venue. However, Turkey is not a total turkey – especially not for the UTAG Yamaha team and in particular their star rider Zach Osborne.

The Virginian speedster has suffered a topsy turvy season so far with his best result coming into round three a sixth place in the opening moto at Sevlievo but that all turns around in Istanbul as the Rev Monster feels the force and scores a solid win in Saturday's qualifier before taking the overall on Sunday with a 3-1 which takes the 2009 tally of first time winners to three out of three!

The first moto is another French benefit event with Paulin beating fellow super-stylish countryman Khounith Vongsana across the line while Zach slots home third. Behind Osborne it's Italy's Manuel Monni then a trio of frenetically fast Frenchmen – Musquin, Boog and one to keep an eye on for the future, Valentin 'Tin Tin' Teillet. KTM UK teamsters Sword and Nicholls finish ninth and 10th while Simpson – who's suffering with a midweek shoulder injury – struggles home to 16th.

Moto two is all about Osborne and Musquin who go wheel-to-wheel for the full 40, finishing less than one-and-a-half seconds apart with Frossard another second behind at the end of the thrilling encounter. Germany's Marcus Schiffer ends up fourth while Sword finishes a season high of fifth and Simpson shows some serious Scottish staunch as he toughs it out to come home in 11th...

With so many Italian riders, mechanics and teams present in the MX1 class there's something of a sombre mood in the Turkish pits as the Istanbul event is held the weekend after the devastating earthquakes that rock the boot-shaped nation. Wearing a black armband as a mark of respect towards his lost countrymen, Cairoli does his best to raise his nation's spirits as he scorches to a scintillating double victory. Leading race one from start to finish, the second encounter isn't as easy as he battles it out with reigning MX1 world champion David Philippaerts.

Second overall on the day is Teka Suzuki's Steve Ramon who runs 3-2 in yet another solid display of skills. Philippaerts meanwhile fills the lowest step of the podium with a 4-2 while De Dycker's 5-4 is good enough for fourth but not good enough for the tall and awkward looking Belgian to keep hold of the lead in the series standings as Cairoli takes charge.

It's not a great day for the 450-wielding Brits as MacKenzie only manages a 12-20 scorecard to finish 16th overall, Noble 17th with a DNF-12 and Dougan 24th with a single point scoring ride in race one on the CCM as TC stays home due to a virus that >>





Opening round winner
Tanel Leek's slipped to fifth in the MX1 standings



Zach Osborne slugs it out with Marvin Musquin

SERIES STANDINGS

MX1 >>

1	Antonio Cairoli	Yamaha Red Bull De Carli	143 points
2	Jon Barragan	Silver Action KTM	128
3	Ken De Dycker	Teka Suzuki	124
4	David Philippaerts	Yamaha Monster Energy	118
5	Josh Coppins	Yamaha Monster Energy	112
6	Tanel Leek	Yamaha Red Bull De Carli	111
7	Steve Ramon	Teka Suzuki	100
8	Max Nagl	Red Bull KTM	87
9	Clement Desalle	LS Honda	86
10	Kevin Strijbos	Martin Honda	82
15	Billy MacKenzie	CAS Honda	42
16	James Noble	MVR-D Suzuki	39
21	Jason Dougan	Buildbase CCM Racing	17
22	Tom Church	Buildbase CCM Racing	15
28	Brad Anderson	PAR Honda	6

MX2 >>

1	Gautier Paulin	Bud Racing Kawasaki	140 points
2	Marvin Musquin	NGS Honda	125
3	Davide Guarneri	Yamaha Ricci Racing	111
4	Zach Osborne	UTAG Yamaha	100
5	Shaun Simpson	Red Bull KTM	97
6	Xavier Boog	Teka Suzuki	94
7	Nicolas Aubin	Yamaha Ricci Racing	85
8	Rui Goncalves	Red Bull KTM	78
9	Steven Frossard	CLS Kawasaki	63
10	Marcus Schiffer	Sarholz KTM	55
17	Stephen Sword	Red Bull KTM UK	38
20	Matiss Karro	MVR-D Suzuki	29
22	Jake Nicholls	Red Bull KTM UK	22

knocks the wilting Wiltshireman for a resounding six.

Valkenswaard has traditionally hosted the opening GP of the season in recent years but slips back to round four in '09. Although only running a few weeks later in the calendar than normal the more clement spring weather and lack of precipitation makes for a much more enjoyable race for both the riders and fans as the normally bottomless black sand is less heavy and strength sapping than usual.

Coming off a shoulder injury this should have been a tough race for Simpson but with his younger brother Stefan stepping up to become his full-time factory mechanic the change in the Scotsman's mojo is obviously apparent during practice and in the qualifying race where he finishes second behind Aubin.

And the good form continues on Sunday as the reigning British MX2 champ powers away from the pack in moto one to take victory – his first ever win at GP level which makes him the fourth new winner this year – by a massive 19 seconds.

Factory KTM team-mate Rui Goncalves finishes second while Davide Guarneri comes home third ahead of Osborne who struggles with rear brake failure, Aubin, Boog and series leader Paulin who has the mother of all get-offs on the step-down at the back of the track and is lucky to finish at all with the serious amounts of damage his Bud Racing Kawasaki picks up!

Another moto one crashee is UTAG Yamaha's returnee Mel Pocock. Having already missed the first three GPs due to a serious arm injury Mel Jnr rides a blinder in the opening gambit – 13th on lap one, the speedy southerner battles balls-out in the mid-pack before finally settling in 18th place. But on the last straight of the last lap Mel takes a trip over the bars, knocks himself senseless and does himself out of his maiden GP points. Better luck next time wee ginger fella!

Simpson springs out of the gate well again in moto two and after making a very aggressive move on early race leader Aubin looks to be checking out as the race finds its rhythm. But the shoulder injury induced lack of mid-week riding time does the Scotsman no favours and with 10 minutes to go he looks physically spent and is concentrating more on finding the smoother lines to conserve energy rather than pound out the racing line.

Team-mate Goncalves needs no second invitation and blasts by the slowing Scotsman to take the lead with Aubin following suit soon after. And that's how it stays to the finish with the Portugeezer taking the overall honours.

Other results worth noting from moto two are series leader Paulin's fourth, Osborne's seventh and Swordy's second 18th of the day. Now a massive 102 points behind the French championship pace-setter it's pretty much impossible that the Scotsman will ever live his

dream of being MX2 world champion but the KTM UK rider is still a winner this month as fiancée Jodie delivers the multi British champion an even better prize – a baby boy the loved-up pair have decided to name Ayrton.

There's not much love going spare in the MX1 class as the series heats up. Having a lacklustre year so far, MacKenzie's back on it in Holland and the CAS team leader p***es on the frites et mayo of the local fans when he blasts by early leader Marc De Reuver to take the lead. It's a classic MacKenzie move and for the first two-thirds of the race Billy's on the boil as war breaks out behind him with De Reuver, Philippaerts, Ramon, Cairoli and Barragan all going at it like there's no tomorrow.

Still not at full fitness after suffering early season injuries, MacKenzie does the smart thing and backs it off a notch allowing the tall Dutchman back out front before he attempts to plant himself deep underground. With De Reuver on the deck and Billy Mac starting a backwards slide which will eventually see him finish eighth, the battle for victory boils down to a five-man scrap between DP19, Cairoli, the supremely fit Barragan, Ramon and soil sampler De Reuver who's back on the gas.

Amazingly, it's Steady Steve who is first to go and he crashes hard on a horribly rutted double jump, Philippaerts fades meanwhile as Cairoli shines to eke out a narrow lead ahead of De Reuver and Barragan which is how it stays until the end. Phew! British battlers Noble, Anderson and Dougan all score useful points in the opener while TC narrowly misses out.

Race two is another epic that sees three different leaders on three brands of bike! It's the black Monstar Yamahauler of Philippaerts that takes the early lead ahead of Barragan, his team-mate Gert Krestinov, Coppins and Ramon who's unwittingly riding with a fractured neck following his first moto get-off.

And believe it or not it's the Suzuki star who sets the early pace as he blasts by the lot to take the lead on lap seven where he stays for a further four tours before Barragan battles by the Belgian who begins to feel the effects of his neck injury and fades back to seventh by the finish!

With Ramon out of the picture it's the De Carli Yamaha teamsters who are the men on the move. Leading the lunge is Leek who after winning round one in Faenza has struggled to break back onto the podium but in Benelux the Estonian Express is running at full steam ahead – choo choo! Leek's charge takes him to second while team-mate Antonio ends up third as Barragan wins his second moto of the year.

MacKenzie's best of the Brits in 14th after crashing at the start and tangling with De Dycker later on, Noble's 16th and Dougan adds another three points to his season tally with a well rode for 18th position.



Shaun Simpson picks up the pace in Holland

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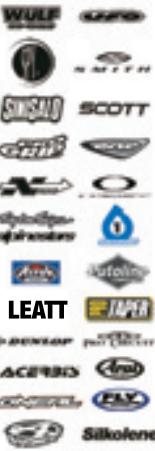
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LANDRAKE TO LEUCHARS!

FROM CORNWALL TO SCOTLAND, THE BEST OF BRITISH HAVE BEEN CLOCKING UP THE MILES IN THE CHASE FOR YOUTH GLORY...

There were high fives for Conrad Mewse. Almost high fives for Ben Watson. Cornish pasties all around for Tom Neal, Matthew Callaghan, Ollie Osmaston, Sunny Thompson, Robbie Muscat and James Dunn in 85cc racing. Take a bow Lewis Trickett, Connor Walkley, Luke Hawkins, Alfie Smith and Marc Dean. And push your chest out Graeme Irwin as there's a gold Blue Peter badge coming your way following a super-charged Open Class demolition job.

There were headlines galore generated at Landrake down in Cornwall following the opening round of this year's Red Bull Elite Youth Cup extravaganza. But with the second round of the BYMX championship being slugged out at Leuchars in Scotland the very next weekend there's plenty more news to bring the youth championship season bang up to date...

The expected Junior 65cc tear up between Conrad Mewse and Jake Deacon never really got past the planning stage down at Landrake with Jake having to retire from the meeting with a cut leg picked up during timed training. It now looks like a short wait for the second round of the Elite series for that duel to hit the dirt.

Conrad with his tail well up on a circuit he loves to bits went for it big style in Cornwall. A fifth race charge through the field capped a magnificent weekend and resulted in a last gasp race victory snatched from Sid Evans when in sight of the finishing flag. Five race wins in total for Conrad as he punched the air with delight and took the lead in three major championships.

The purple patch continued in Scotland with Conrad once again completely dominating all four races. Only second placed Sid Evans managed to briefly get his nose in front at any point over the weekend – for just two laps at the start of race four. Sid's performances however at

Landrake and Leuchars clearly suggest there is plenty more to come so look out for him climbing the BYMX table. There were also good performances from Henry Williams at either end of the country – keeping him well in touch in both championships – and the four guys mentioned above look to be the main prize-fighters this year.

If it hadn't been for a time-consuming cross-rutted off on Cornish soil Ben Watson's combined Small Wheel stats so far this season would read 'started 14, won 14'. As it is there's one third placing on the Elite scoresheet to go with his other four emphatic race wins. Up in Scotland there were four more clear and chequered flags to savour. Ben was so far out in front of the opposition he may well be already thinking he should have gone Big Wheel hunting this term just to get himself into a race!

After a puncture and the comparative disappointment of BYMX round one at Mildenhall, Matthew Callaghan's real form is now powering through for all to see – with third place in Cornwall and a terrific runner-up finish in Scotland Matty's definitely on a roll right now. Tom Neal was another guy on top of his form down in Cornwall, finishing as a brilliant runner-up and also having the honour of snatching the missing Ben Watson race win with Ollie Osmaston looking equally tasty as he finished in fourth place.

The Small Wheel chase as predicted behind Watson – particularly in BYMX – is as tight as duck's doodah right now with just 26 points covering the next five chasers after two rounds.

Robbie Muscat's absence in BYMX Big Wheels is a massive miss this year but he showed everyone just what he has to offer with a storming third place Elite Youth Cup finish that in

all honesty could well have been an opening round win. Robbie seemed to have it in the bag going into the final race but a seventh place finish resulted in the overall just going to Sunny Thompson with James Dunn finishing in an impressive second. Having said all that, with three race wins Sunny was a totally good winner – no argument! Generally though there is very little to choose between the top Big Wheel runners this year.

Adding to Sunny and Robbie as race winners in Cornwall, Jake Millward joined the party claiming the third race victory. And just to prove he might be hanging on in there for the final Big Wheel dance there was another race winning smash and grab raid in Scotland and fourth place overall too – nice one Jake.

Top man in Scotland, Ryan Houghton underlined his reputation as being the best racer in the division with another set of four where no-one managed to put a pass on him and make it stick all the way to the flag. It was the same story at Mildenhall and it all points to Ryan having a slight advantage in what is a truly fantastic competition this year. Two race wins around Leuchars together with a second and a fifth placing gave Ryan the overall again and stretched his lead in the championship.

Luke Norris took the other race win and recorded second overall with Nathan Watson again very strong in third overall. Matthew Fleming for the fifth national on the bounce this season had a disrupted event with one bad result again dropping him down to fifth overall. Don't write him off yet though – he's one tough hombre and he is having more than his share of bad luck right now.

The Rookie competition in the Elite series being open to 250cc two-stroke machinery was



Lewis Trickett (#14) and Connor Walkley (#81)

Liam Knight



always going to be interesting to say the least. Lewis Trickett on the two-stroke Suzuki claimed the honours on day one with a 2-1 in race wins over Connor Walkley. On day two however a resurgent Luke Hawkins – in the process of coming back from injury and following an indifferent performance on day one – restored the pride of the 250F brigade. Bagging a classy brace on the PAR Honda, Luke is seemingly back on top form. Connor went out with injury on day two and when it was all totalled after five races Lewis Trickett had an 18-point lead over Jake Shipton with Turbo in third.

In the Open class at Landrake with a 21-year-old upper age limit it turned out to be a relative baby of 16 making a few waves early doors when Alfie Smith set off like a scalded cat. Graeme Irwin, however, ran him down brilliantly from mid-pack and that was the template for the day's racing with Irwin coming through the field three times to claim hard-fought race wins. As well as Alfie in fine form there was a terrific performance from Marc Dean and with a 3-3-6 card he sits in third place in the standings with Smithy holding tight in second.

In the BYMX Open class with Josh Spinks out injured Josh Waterman must have thought it would be easy pickings north of the border but he ran into a Celtic hailstorm in the shape of Tommy Fenwick that stopped him in his tracks. Tommy with local track knowledge and a real point to prove bagged himself a national win on home soil laying down four stomping race wins.

Straight out of the gate or coming from the back, sandman Tommy was simply irresistible. Josh in all fairness put on a great professional show too with a 2-2-2-5 finish that extended his championship lead with Jack Rowland now taking over in second place.

ELITE YOUTH CUP

Junior 65

1	Conrad Mewse	225 points
2	Sid Evans	207
3	Henry Williams	175
4	Connor Hughes	164
5	Callum Heasman	156
6	Jamie Carpenter	150

SW85

1	Ben Watson	219 points
2	Tom Neal	207
3	Matthew Callaghan	183
4	Oliver Osmaston	172
5	Chubbie Hammond	158
6	Corie Southwood	117

BW85

1	Sunny Thompson	193 points
2	James Dunn	192
3	Robbie Muscat	190
4	Aaron Pipon	177
5	Jake Millward	147
6	Nathan Watson	135

Rookies

1	Lewis Trickett	197 points
2	Jake Shipton	179
3	Turbo Taylor	170
4	Ty Kellet	155
5	Kelvin Townsend	146
6	Luke Hawkins	144

Open Class

1	Graeme Irwin	135 points
2	Alfie Smith	114
3	Marc Dean	105
4	Will Worden	111
5	Lewis Tombs	96
6	Dan McCanney	72

BYMX

Junior 65cc

1	Conrad Mewse	397 points
2	Henry Williams	364
3	Daniel Knight	294
4	Jack Camwell	294
5	Will Keogh	291
6	Connor Hughes	289

SW85

1	Ben Watson	405 points
2	Callan Cooper	348
3	Connor Clark	343
4	Tom Neal	335
5	Liam Knight	324
6	Matthew Callaghan	322

BW85

1	Ryan Houghton	373 points
2	Nathan Watson	357
3	James Dunn	330
4	Matthew Fleming	319
5	Sunny Thompson	310
6	Jake Millward	307

Open Class

1	Josh Waterman	378 points
2	Jack Rowland	320
3	Ewan McLaren	306
4	Daniel McCanney	287
5	Sean MacDonald	283
6	Gary Sharp	270



Matty Callaghan



Spotlight on...

OLIVER OSMASTON #80

HOMETOWN: Wisborough Green, West Sussex.

DOB: 22-08-97

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Hands up if you believe in deja vu, fate or the untimely occurrence of plain old spooky events! Either way, the following set of facts really had me wondering what the heck goes on sometimes...

At the start of the 2007 national season there were two sparkling upstart nine-year-old talents in the hunt for honours at Junior 65cc level. One was Ben Watson – and we all know what subsequently happened to him – and the other was Oliver Osmaston.

In that '07 season Ollie blitzed the opening round of the BSMA series at Matchams, snatching three race wins and an early points lead in the championship. He held a strong fourth place in the Elite Youth Cup standings following their inaugural round – again at Matchams – and he was in a fast-improving sixth place in the BYMX standings as that competition headed north for the third round.

Brampton in Cumbria however turned out to be Ollie's darkest day as he snapped a leg, keeping him out of national racing for the rest of that season. Happily, Ollie fully recovered and chilled out that summer before coming back to national competition with a real bang at the opening round of last year's Elite Youth Cup. He was full of promise and real potential in the 85cc Small Wheel ranks after spending time over the winter months with French trainer Sébastien Sagot.

With a valuable season of red plate action behind him Ollie returned to the championship trail again this year with his sights set firmly on the podium steps. Just as in '07 Ollie has taken an early lead in the BSMA championship – carding a copycat three race wins at Chippenham – and made a cracking start to the Elite campaign with a strong fourth place overall finish after the opening round at Landrake. Does all of this sound a little familiar? Well it should as this year's set of results quite astonishingly mirror exactly what happened in 2007.

By this point you might have already guessed what comes next – yep, he's now once again nursing a few broken bones. This time it's his wrist following a mid-week training spill. The only good thing to say about this year's tough break is that Ollie will be back in action after a few weeks off the bike.

Ollie's return will be one to look out for as in the opening two nationals he has looked just about as quick as anyone in the enthralling chase just behind Ben Watson. Right now Ollie is in good company too as the start to this particular youth season has seen pukka championship contenders going down like nine pins.

Just take a look at the list of riders currently out or with their championship effort seriously injury-hit – Brad Pocock, James Hutchinson, Josh Spinks, Dan Thornhill, Jamie McCanney, Luke Dean, Luke Hawkins, Jake Deacon and now Ollie. Fingers crossed that it all gets better from here on in guys.

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MASTERBLASTERS!

FAST THREE SET THE PACE

After the opening two rounds of the Wulfsport Masters at Culham and Dean Moor it's Matt Burrows topping out at the head of the MX2 standings. And Luke Norris continues to hold the whip hand in the chase for 85cc Big Wheel glory while in the Small Wheel section of the Mini Masters we've got Callum Cooper proving to be a rather big fish in a very small pond.

Pre-season favourite Matt on the Relentless Suzuki got his act well and truly together at the second round in Cumbria, carding three race wins to go over 100 points clear of the chasers in the championship standings. Behind Matt keeping it all lively and entertaining were a couple of strong shows from Ryan King and a rapid Jake Preston performance that propelled him to the final race win.

So far this season Matthew Fleming hasn't exactly had the best of starts in any of the youth series and ill-fortune continued to dog him at Dean Moor in the Big Wheel section of the 85cc Mini Masters. Machine problems with the Honda surfaced early in race two and again in race three – problems that eventually proved to be terminal, forcing him out of the meeting. All of that followed an opening encounter where Matty produced a storming gate-to-flag victory.

On a rock-splitting, hard-packed circuit that isn't really to his liking Luke Norris duly took full advantage of Matty's absence. In races two, three and four Luke lead every inch of the way

to claim a superb winning treble to add to the brace of race wins he notched up at the opening round. All of that results in a healthy 61-point leading margin in the championship stakes for Luke over Jay Thomas who is proving to be the best of the rest.

In a reduced field of Small Wheel runners (just seven of them in fact at round two) Callum Cooper continued his dominance with another set of four virtually unchallenged race wins.

SERIES STANDINGS

MX2

1	Matt Burrows	408 points,
2	Declan Burke	305
3	Damon Wales	300
4	Luke Smith	296
5	Kristofer Ayres	292
6	Darryl Maxwell	286

Big Wheel 85cc

1	Luke Norris	458 points
2	Jay Thomas	397
3	Henry Gilbert	352
4	Harry Bradley	334
5	Lewis Lloyd	315
6	Sam Winterburn	299

Small Wheel 85cc

1	Callan Cooper	480 points
2	Brad Freeman	425
3	Charlie Hamlet	388
4	Jack Staines	348
5	Dylan Lewis	348
6	Lewis Wiggin	346

MYSTERYMAN!

AFTER DISAPPEARING OFF THE RACING RADAR FOR A COUPLE OF YEARS, ADAM STERRY IS BACK IN THE SADDLE...

When Adam Sterry claimed a fair and square single race win over a quality field that included Matthew Fleming at Brampton back in early March a few eyebrows were raised inquiringly – well mine were anyhow! And a couple of interesting supplementary questions sprung to mind...

First of all, in national terms where have you been over the past two years Adam? And why race Big Wheels this season? Adam is still only 12 years old so surely Small Wheels is the logical place for him?

Adam hails from Sealand on Deeside, an area of the country tucked away just beyond Cheshire that straddles the England/Wales connection and he's no stranger to top-flight success.

At seven years old back in '04 Adam won the Harglo auto champs, he then backed it up the next year with club success by lifting the Dragons and Cheshire North West championships. Then along came the golden year of 2006. Racing in both the KWS and BYMX competitions, Adam went close to carding a sensational double and all before his 10th birthday too. He won the KWS Masters Junior 65cc title and came in as runner-up behind Jack Kelly in the chase for BYMX glory. Just to prove all of that was no fluke, Adam then took himself off to Belgium to be crowned world champion at Under 10 level in the Belgian Minis. That kind of a glory-filled start to a racing career

is about as good as it gets when you are just nine years old.

The following season should have seen Adam on the SW startline at Desertmartin when the BYMX season got under way. However, a combination of family and business commitments for Team Sterry over the past two seasons has resulted in disruption and difficulty in planning any kind of national campaign.

I caught up with them at BYMX Mildenhall where I wanted to know why they were racing a BW machine. "Racing in the Big Wheel section this term is the ideal way we think to stretch Adam's talent to its maximum potential and push on to a further level for next season," was the Team Sterry answer. The guys behind Adam consist of dad John and trainer/mentor Richard Mike Jones.

Racing in the Big Wheel section is going to be a real hard slog for Adam who's giving away three years in age, a ton of muscle and a shedload of experience to some of his rivals. Doubly tough when you consider he could have been standing on a SW podium.

But Adam looks like he's made of the right stuff and is handling the task superbly well. With lap times better than his current championship standing of 14th place and a season's goal to finish as close to the Big Wheel top six as possible, look out for Adam climbing up the standings as the season progresses.



Got a story for Rage? Then contact our Youth Editor Mike Gurney at mikegurney55@yahoo.co.uk

MAX!

AFTER THE CONTROVERSY OF TEXAS, MAX AND THE GANG GO PRO...

Words by Max Anstie

After the many incidents that occurred at the amateur nationals in Texas which ended in my disqualification the team and I came to this conclusion. We know I can run the pace with the top boys, we know I'm strong enough for the 250F and we know we're coming up to the first round of the AMA outdoors.

So I carried on with my training until the decision came from Kurt Nicoll that I was to race in the Lites class at Glen Helen. While the rest of the competition is right in the heart of supercross I have been out training and riding with Tyla Rattray and Tommy Searle.

I wasn't supposed to be going pro until the end of this year and with this move coming so close to the season starting it has caused a few problems. Will I be under the MDK KTM rig? And even will I race all of the outdoor rounds? My main focus is on the supercross in 2010 but I'm really looking forward to Glen Helen.

Straight after Texas I went into the amateur pro class so I could get my points to race Glen Helen. I raced a qualifier for Loretta Lynn's and came across the best A riders in the country and the ones that dominated in Texas. The race was at Competitive Edge MX Park and I was a little nervous believe it or not going into my first pro race. But I had the plan...

On the Saturday it was the A class I would be racing then on Sunday the Pro Sport class. Starting with the A class... I got out the gate in about third but quickly made my way to the front. Dean Wilson and Blake Bagget were right behind me. As we got 10 minutes in Wilson and I broke away from the rest. With three laps to go we hit traffic – unfortunately I went the wrong side of a lapper and Wilson got by.

In the second moto I didn't get a good start but I quickly found myself behind Tommy Week, Blake Bagget and Travis Baker. Bagget would end up with the win, Baker in second and me right in tow for third. Not bad considering they are the fastest amateur pro riders in the country.

The next morning I was ready to pin it! I got a good start and moved to the front, put my head down and didn't worry about the rest. The two Kawasakis of Bagget and Wilson were dropping back and when the 25 minutes were up I took the win. The second moto started well and found myself behind fellow KTM rider Tommy Week. He was holding the pace up so I slipped him before one of the hills and checked out.

After that weekend there was only one rider I hadn't raced that was up there in all the amateur nationals – Christian Craig. So the next weekend we headed up past Reno to a really natural track at Honey Lake MX.

In the first race Craig jumped out to take the holeshot and I was sat in tow. I had my pass spot set up before the finish but on the last lap, last corner there just happened to be a down rider right on my line. So I ended up second.

Determined to take the overall, I jumped out in front in the second moto. Craig was right behind me but within three laps my smoothness paid off and I found myself riding around on my own and to victory!

So that's it – I've raced all the amateur riders in the last month and given 'em a taste of an English fry-up! Ha ha! And I got my 100 pro points. Now we're just waiting until May 23 – Glen Helen here we come!

Max
dirtbikerider 111

DUTCH OVEN!



BILLY'S FINALLY FEELING FIT
AND WITH HIS BIKE SET UP
RIGHT HE CAN TURN UP THE
HEAT IN VALKENSWAARD...

Words by Billy MacKenzie Photos by Sarah Gutierrez



Summer is creeping up on us and riding is starting to be enjoyable again. I've spent the last three weeks riding my heart out three days a week then racing on the weekend. I'm finally healthy again and I've been making up for all the time I've spent off the bike. The team have been working flat-out with testing and trying new parts and I've been to Belgium with Cedric to help me with testing before Valkenswaard and ended up with a pretty good set-up.

I arrived at Valkenswaard not really knowing what to expect, I'd been so far off the pace all year – struggling with bike set-up, injuries, confidence etc – it was all getting on top of me and I was starting to think a little negatively about things. It was pretty much the first time for the whole year that I had jumped on the bike and felt completely comfortable. Nothing was niggle away at me but I felt this pressure, the pressure to do well now. Mostly the pressure was just what I put on myself – now there are no excuses will I be able to get straight back to where I am supposed to be?

Well the practices were going really well, taking into consideration everything that I've been dealing with – no riding, no set-up etc etc. I was starting to feel pretty confident. I would go out and put in like the sixth fastest time, come to the pit box and have a look and think 'ah, sixth is all right!' but then I would think 'but I made a few mistakes out there, I know I can go faster...' so instead of just being happy with sixth – which I shoulda been – I had this new motivation to go for the top. I knew I was healthy and I knew the bike was working well so there's no reason why I shouldn't be, right?

These were just some of the things I was thinking during the weekend, lacking that confidence I normally have. It's understandable though but it was just like I was fighting the voices in my head again! Anyway, I qualified second! In the race I didn't get a great start but I came through and passed a whole load of good riders – there I go again, of course they're good but if I was in the proper state of mind I would expect to beat them, not care who they were, want to be at the front no matter what! I was riding the best I had all year and I hadn't even ridden sand before this race, just a 10-minute moto on the Thursday before the race to fine tune my set-up. And now I was carving through the sand specialists on my way to the front!

I was just telling myself to keep cool and concentrate on my lines. I didn't feel any pressure, I was pretty comfortable and couldn't really believe how well it was going! I finished just behind Nagl and had a little pressure from Josh but the race went sweet – I passed him, Ramon, Ken, Barragan and held on to second place.

When I came back to the awning it was so funny to see how happy everyone was again, it just reminded us all why we come to race. Everyone was loving me! The races before I never wanted to come back to the truck, I wanted to ride my bike home from Turkey rather than face the team! But now it was all good and everyone was smiling, cracking jokes, talking about the race – everyone was buzzing, including me! I had a big breath of relief finally, it felt like I didn't have to worry anymore or question my ability to ride a bike!

The day of the race came though and I started to s**t myself. Before the first race I had this crazy repetitive thought pattern going on – not one voice in my head but 10! I was getting myself all worked up – the pressure was here! 'What if yesterday was just a fluke?' 'What if the track is different from yesterday?' 'What if the bike doesn't work the same?' It was insane! Even music couldn't rest my weary little head. The team were still buzzing, all expecting big things and I was going mental! I didn't let anyone know though, I hid in my bunk bed under the covers and tried my hardest to enjoy my iPod. My head was tired, mentally drained, my stomach started to go, empty feeling, headache. Now I was really sh**ting myself! I had a 40-minute moto to get done around one of the roughest tracks on the GP calendar. Talk about in at the deep end!

The gate dropped though and I got round the corner with the holeshot, De Reuver passed me down the straight and I settled in behind him. The nerves had gone – everything I had been worrying about before the start disappeared as the gate hit the sand! I was riding comfortable and following Marc. He was making lots of mistakes and I was in no rush to pass him. Eventually he had a big swap and pulled over to let me past! I thought to myself 'ha, I'm not the only one feeling the pressure here!' so I moved into the lead and just really enjoyed myself. I was loving the track, the bike was working so awesome, I was jumping bumps, being smooth, finding lines, riding like I'd been pounding out 40-minute motos around Lommel for the past three months! I didn't really pay attention at all to who was behind me, didn't look back, didn't really check my pit board out much either. Just in my own little world – me and my bike as one again! Some kind of trance with no thinking! Just enjoying! Ah, what a sense of relief!

However, it didn't last long – well longer than I expected but with the lack of bike time I had my shoulders got tired from the constant rowing of the bike over the bumps, my forearms started to compensate for my shoulders and I got tired with seven minutes to go! Totally gutted but what could I expect really? I'm in Holland with sand riders on my case. I didn't want to crash and not finish so I just tried to keep my pace and ended up coming home for eighth. I was a bit pissed off but I took the positives from it and there were a hell of a lot more positives than negatives!

The second race was a bit of a nightmare. I got a terrible start and was trying to make good round the first corner, had a big drift on round the inside in about ninth or something and ended up going down with Big Ken – and that's where it all started! I didn't mean to hit the big oaf but he thought it was deliberate – man, I didn't even see him or know it was him until after the race. It's the first corner, there's always s**t goes on in the first turn but he took it personally and ended up cleaning me out huge mid-race. I won't forget it though!

That was pretty much the story of the race. I'd go down, get back up, go down – but I didn't give up, kept pushing to the end and came home 14th. At one point I was with Cairoli and even passed him before Ken hit me. Ah well, there's always Spain and Portugal – I like both those tracks so here's hoping for a podium!

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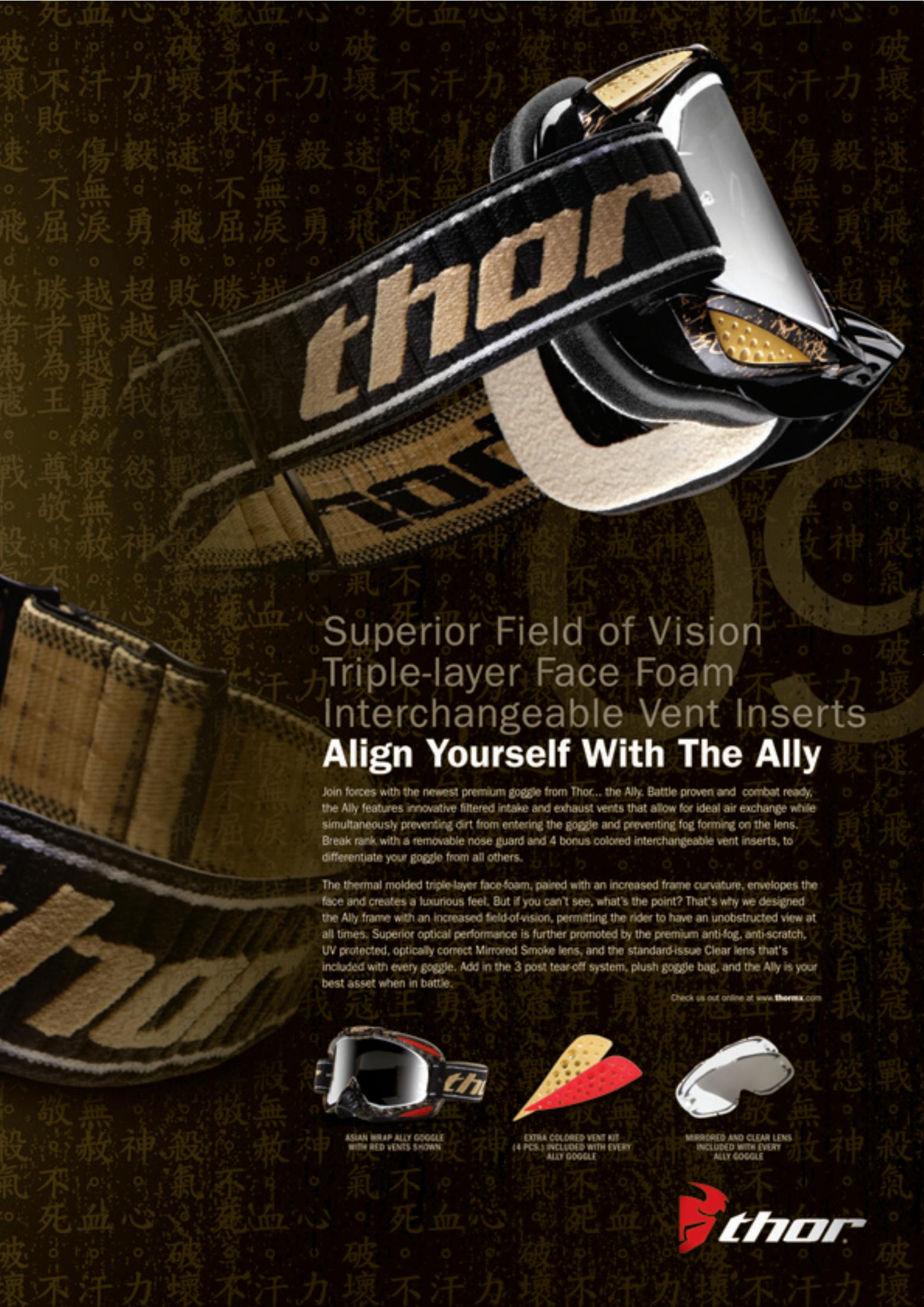
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